

# Manufacturers Record

## Exponent America



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Baltimore, Md.  
SEPTEMBER 30, 1926

## Florida and the Nation Rise to the Occasion.

A more superb spirit in meeting disasters has probably never been shown than the spirit which pervades Florida for helping the regions suffering from the hurricane and the spirit of good will and co-operation nation-wide in sympathy and work.

While the storm was still raging and danger was great, hundreds of men and women, including nurses and doctors, rushed from other towns in the state into the stricken district. Some essayed to go by automobiles; some, whose automobiles could not possibly go through the water, went in boats, all carrying medical supplies, food, clothing and other things needed. While probably no town in Florida thought of any effort to win glory by sending out the first rescuing party, every town seems to have been inspired with a desire to serve their fellow-citizens.

Remarkable telegrams of what different communities in Florida did in meeting this situation are published today, and in connection therewith a comprehensive survey of the situation as it appears to a member of our editorial staff, who was immediately sent from Baltimore to study the whole district and see how rapidly rebuilding could be undertaken.

The story will never be completely told of the heroism of the men who rushed into imminent danger to rescue and help their fellow-men, or of the magnificent courage which inspired the people in the hurricane region to save others, even at the risk of their own lives, and then, when the wind had ceased and the water was receding, to rush into the work of rebuilding.

The spirit of the people of the country is indicated in a brief letter from this staff correspondent, based on two experiences on the train going down. In the course of conversation with a stranger headed for Florida, the stranger said:

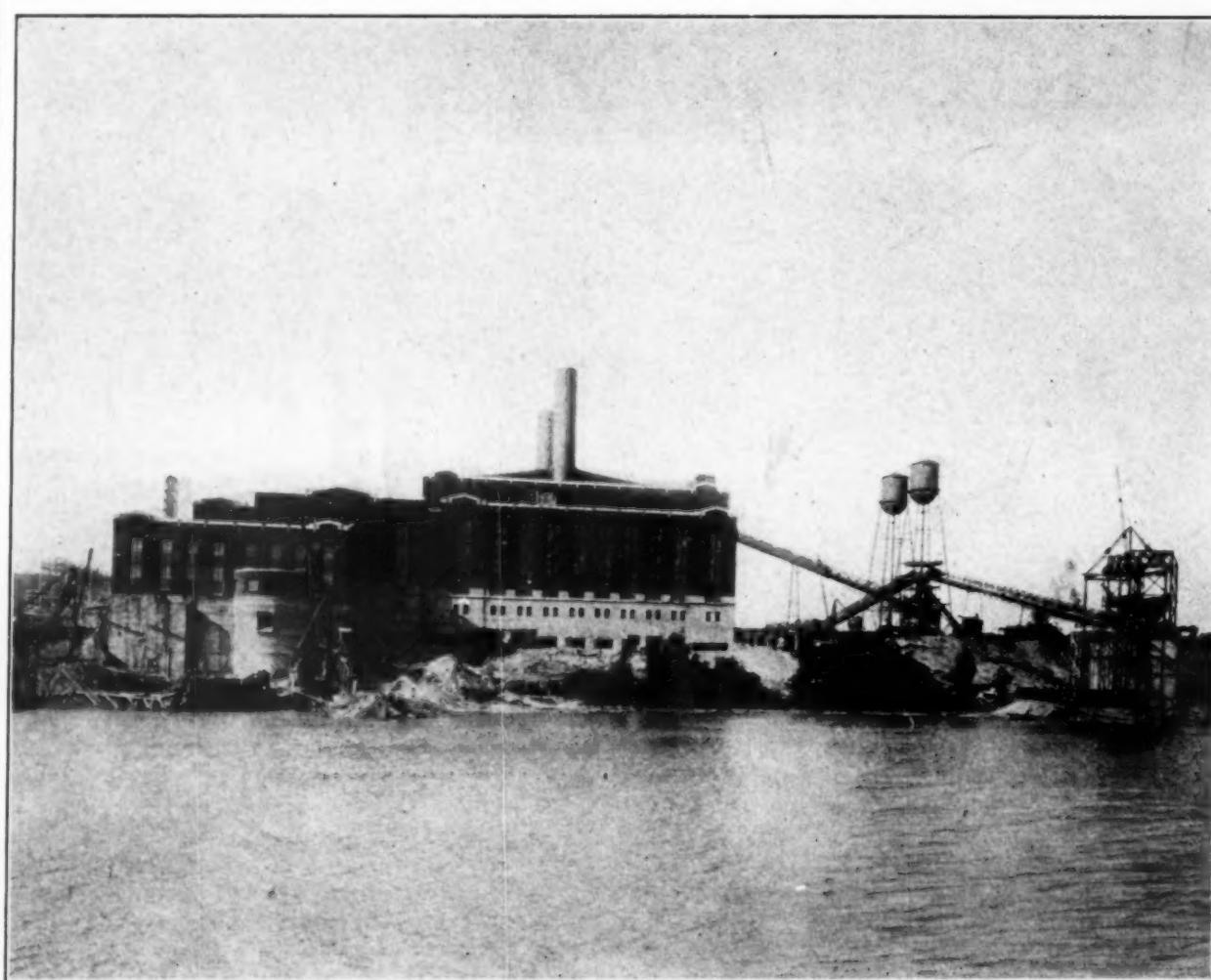
"I am going down on a message that my house has been ruined. But the ground is still there. Miami is still there. The great state of Florida is still there. And I am going to rebuild."

Another gentleman, a wealthy New Yorker, a man of the highest standing, said to our correspondent:

"I have known Miami since it was a village. I own property there. I own property in other parts of Florida. Now I am going down to buy more property."

Typical of the spirit of the North and West is a letter from a business man in Lorain, Ohio, who writes:

"We have been very much distressed by the newspaper accounts of the tremendous havoc wrought by the windstorm in Florida. It will be recalled that about two years ago Lorain underwent an experience of a similar nature, and with the hardship and bereavement of our own citizens in mind, we cannot but extend to those who suffered loss in Florida our heartfelt sympathy, and assure them that we will give every moral and material assistance possible."



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## Manufacturers Record

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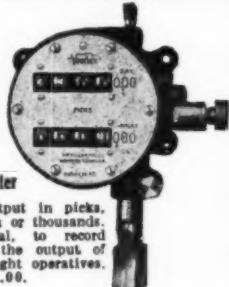
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# Manufacturers Record

EXONENT OF AMERICA

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of the South and Southwest as the Nation's Greatest Material Asset

Trade-Name Registered in the U. S. Patent Office

Vol. XC No. 13  
Weekly

BALTIMORE, SEPTEMBER 30, 1926.

Single Copies, 20 Cents.  
\$6.50 a Year.

## A Feast of Information for Thoughtful Readers.

MANY matters not only of nation-wide but world-wide interest are discussed by leading authorities in this week's issue, furnishing to our readers a variety of extremely important discussions rarely to be found in any one issue of any American paper.

**Promptly after the announcement of the Florida hurricane** the MANUFACTURERS RECORD sent George Garner of its editorial staff into the stricken region to make a careful investigation of the actual conditions existing there both as to the damage done and as to the spirit which is already prevailing in the rebuilding of the badly damaged towns. Mr. Garner's story by wire is thrillingly interesting. It confirms the reports sent out by the press associations as to the magnitude of this disaster and the necessity for immediate nation-wide help to feed, to clothe and house the people in the devastated region, and at the same time it tells the story of how the people in these sections are themselves showing a spirit of optimism and rebuilding activity worthy of the highest praise. Telegrams to this paper from many chambers of commerce in the Florida cities which were not injured show that these Florida towns are putting forth their utmost efforts to help their sister cities in distress, thus proving to the world that Florida to the extent of its ability is meeting this emergency.

**Is installment buying a blessing to the country or a curse?** Contrary to the views of some so-called economists who look with some anxiety on installment buying, Guy M. Walker, a leading attorney of New York, long known as an economic thinker of the first grade, takes decided issue with those who oppose installment buying. Starting with the buying of homes through building associations, which means buying homes on the installment plan, following that up through the buying of furniture to the present era of buying automobiles on the installment plan, Mr. Walker claims that all of this means that thrift is created by this installment buying and that every movement of this kind which has gone on for years has been to the advantage of the country, increasing its wealth and "adding to the list of people who have" those who without installment buying "would still be in the list of those who have not." The views expressed by Mr. Walker are bound to attract wide attention and set the pace for much serious thinking on this subject, about which there has been very much discussion but comparatively little real serious thinking.

**Spain's withdrawal from the League of Nations is a matter of world importance.** The reasons for it and some of the results which are to flow from it are covered in an inter-

esting story by Courtenay De Kalb, who has been in Spain for some months and whose intimate acquaintanceship with Spanish business men and Spanish statesmen has given him an unequaled opportunity for understanding the situation and rightly interpreting the ambitions and the plans of Spain. Probably no other American has ever been able to get into closer touch with the Spanish situation than Mr. De Kalb, who has spent 15 or 20 years at different times in Mexico, Central America, South America and Spain, and who during all of that period has been building up an intimate acquaintanceship with the leaders in these countries. His letter is a distinct contribution to a situation which concerns the whole world.

**Another world-important situation is the long strike of the coal miners in England**, which is completely upsetting the industrial life of that country and closing down practically all of its furnaces. Herbert W. Wagner, for many years a leading business man in Baltimore, but for the last five or six years living in Wales, gives a resume of the whole situation and points out the conditions prevailing in the English coal-mining industry and the causes which have brought about the present deadlock.

**What is to be the future of Russia** is another world problem bearing very close relation to the civilization of the world and to all Government affairs of this and other countries. Is Russia a great sleeping giant whose people will some day overthrow their present regime and resume control of their Government, or will Russia continue to be the headquarters of the bolshevistic activities of the world, sending forward an evil influence in world affairs? George Garner of the editorial staff of this paper, long a student of Russian affairs, after an intimate discussion of the situation with representatives of the Soviet Government in this country and with others from whom information could be secured, conservatively and thoughtfully discusses the outlook for Russia and for the world in its relation to Russia.

These four articles by De Kalb, Wagner, Garner and Eckel throw a light on world affairs of such interest to the American people as to make them rank as among the literary efforts of the day dealing with world conditions.

**European Wages and American Industry** is another subject of equal importance to any of these and is the last of the series of articles on the subject by E. C. Eckel, a distinguished American engineer, whose four articles already published have commanded unusual attention throughout the United States. Mr. Eckel now closes this discussion based on his long and personal study on the ground of industrial conditions in Europe; his articles are valuable in the extreme to all people who are studying the relation of the industrial progress of Europe with the welfare of the United States.

**The question of the cancellation of the debts** of the Allies is another nation-wide or world-wide subject. It is discussed

pro and con in today's paper. We have many other letters on the subject, to appear as rapidly as space permits, some strongly favoring the cancelling of these debts and giving their reasons therefor, and some strongly opposing this action. Regardless of what may be the preconceived views of the people of the country, whether they believe in cancellation or are opposed to it, this discussion which has been going on for many weeks throws a good deal of light upon the subject and is enabling those who have not thought seriously about it the opportunity of studying a problem of tremendous interest to the moral and economic welfare of the world. Shall we cancel the debts or shall we demand payment, is a question which every thoughtful American should study honestly and without bias, in order that he may finally reach a conclusion worthy of his thinking capacities. We are trying to enable our readers to do that.

There are many other important news stories which add to the interest of this issue and give to our readers a variety which we believe surpasses that which can be found in any other one issue of any other paper in the United States. Here is something which can serve to interest every thoughtful man throughout the country and stir the mental activity of all readers and quicken their appreciation of the great problems which face this country and the world. In publishing these articles we are giving our readers a sample of what they are constantly finding in every issue of the MANUFACTURERS RECORD.

#### THE RIGHT SPIRIT.

INDICATING the spirit with which the business people of the country will rally to the situation in Florida, Frank A. Furst of the Arundel Corporation, Baltimore, which has been doing a vast amount of dredging work in the Everglades and elsewhere in Florida, in a statement to the Baltimore Sun said:

"On the St. Lucie Canal, which is 100 miles north of Miami, we had one houseboat wrecked and a drillboat is reported as literally having been blown to pieces.

"We have at Chester, Pa., a \$1,000,000 dredge, the largest in this country and one of the three largest in the world, which was used by the Government in digging the Panama Canal, and we have scows and other equipment all along the coast. We held a conference today and decided to send all this equipment to Miami at once to show the people there we are going to stand by them."

That is the spirit in which the business people of this country will take part in the rebuilding of that portion of Florida injured by the storm.

#### POSITIVELY AND NEGATIVELY EVIL.

A FRIEND in Philadelphia in commenting on an editorial in the MANUFACTURERS RECORD showing some of the evils of any "referendum" on the United States Constitution, in whole or in part, adds:

"Another argument against it (the referendum) is this: A vote has no real meaning unless cast by one charged with a responsibility. If the voters could make, or unmake, the Volstead law by direct voting, each man's vote would truly express his effort to discharge his responsibility. But a referendum is simply a way of stating how a voter wishes another group of men, who are charged with the responsibility, to vote. The result is that many people do not bother to vote, and those who do bother are not worried by the practical questions which must confront the legislator."

In other words, a "referendum" not only is positively evil, but also is negatively negligible.

#### SOME MILL MEN WHISTLING TO KEEP UP THEIR COURAGE.

"SOUTHERN competition in the textile field is a bugaboo that has been much overemphasized," says "one important industrial authority in Maine," as quoted by the Wall Street Journal. "Fear of the South and its growing strength in textiles is slowly passing in the North," the same "important industrial authority" is further quoted.

This "important industrial authority in Maine" would have come nearer to true apperception of the facts if he had realized that New England's fear of Southern competition when first it began to loom on the horizon has changed into resignation in face of a formidable certainty. The human mind cannot feel the lively fears of a fresh apprehension indefinitely; gradually it estimates the danger and settles down to a state of acceptance of incontrovertible facts, or else buries its head, ostrichwise, in the sands of denial. It is this artless dodge that is chosen by the Wall Street Journal's writer thus:

"Contrary to this authority, when the South has proceeded far enough in this cycle (cycle of industrial development and increasing wages) so as to be on a more even keel with New England in the matter of hours and wages, the North will again assume undisputed supremacy in textiles. Skill of the Southern textile worker is by far inferior to that of the New England worker, whose ancestors, generations before, plied their trade that has given him natural bent for the work."

So wild a prophecy as that contained in the first sentence above needs no reply. No man is gifted with the infallible foresight apparently claimed by the author of that forecast. The complete falsity of the second sentence is attested by many men who operate mills in both sections and who find their Southern mill help fully equal in skill and far superior in tractability to that of New England. In many cases the entire equipment of large mills has been moved bodily from the old mill buildings in New England to new mill buildings in the South for no reason whatsoever other than the all-around superiority of Southern mill help. But the Wall Street Journal's writer spills the beans before he goes very far in his discussion. Says he: "Northern mills seeking expansion are looking to the South, of course, because New England is somewhat crowded."

True, sections of New England are "somewhat crowded," but large areas are still lying idle. If labor is wanted, labor can be had. All other conditions being favorable, New England would have to be far more than "somewhat crowded" to force so remarkable an exodus of a great industry as that which the textile industry has been executing, especially when that exodus is from a section of such great advantages in climate and skill and energy of its workers into one which all factors except the single one of available space are so adverse as this dispatch from the Boston News Bureau would have us believe. There in that one little sentence is revealed the whole situation. New England mill men, driven to a last stand by Southern competition, very naturally hang on like grim death to their existing mill properties, in which so much of their wealth has been sunk, but wisely refuse to spend a cent on expanding them, choosing rather to make their expansions in a more favored region, into which, eventually, if their New England properties become wholly unproductive, they or their successors can eventually migrate.

The reference to New England mill workers as descended from skilled ancestors of generations ago is a huge joke. The New England native mill worker of generations ago long since disappeared from the mills and have been succeeded in turn by French-Canadians, then Greeks, Poles, Lithuanians, Italians and other aliens, who are very inferior in every way to the mill labor of the South. The New England mill owners fully recognize this fact.

## DUMPING GERMAN STEEL ON THE AMERICAN MARKET.

**A** DISPATCH received from Berlin to the New York Times says:

"Conclusive evidence that German steel manufacturers have been cutting prices on their exports to the United States to an extent clearly in violation of the American Anti-dumping Act has been assembled by the mixed commission inquiring into this matter here on behalf of the Treasury Department at Washington.

"A curious sidelight on the inquiry is the disclosure that the allegedly illegitimate underselling tactics practiced by German steel exporters are made possible only through the loans they have received from Wall Street, since the German products are marketed overseas at rates which must eliminate any possibility of profit, if not leading to actual loss.

"Loans running into scores of millions of dollars have been obtained in America by such powerful exporting concerns as the Krupps, the Deutsch Luxemburg Company and the Vereinigte Stahlwerke, the new Ruhr steel trust."

When these loans of American bankers were being made to the iron and steel interests of Germany the MANUFACTURERS RECORD repeatedly stated that they were simply furnishing a club to foreign steel makers with which to crack the heads of the American steel industry. The dispatch to the Times very correctly says "American manufacturers, paying far higher wages than the Germans, assert they cannot possibly compete with so drastic a cut." This refers to the sale to a New England road of 20,000 tons of steel rails and other railroad material by the Krupps at a price said to be \$10 a ton under the American market price.

The New York Times, in which this dispatch is published, is a rank free-trade paper, but it at least has given its readers the opportunity of seeing what this dumping, contrary to the American law, is doing for the iron and steel interests of this country.

The purchase by an American railroad, wholly dependent upon business in America, of foreign steel reminds us of a statement made to the writer prior to the World War as to how Kaiser Wilhelm regarded such things. This gentleman had made a contract for a large amount of material for a public-service corporation in Germany, and the announcement was made in the daily papers. Shortly thereafter the head of the buying concern, who asked for another bid, said to the American: "While your bid may be lower than the bid of any German concern, I shall not be able to give you the order."

"Why not," was the question, and the reply, in substance, was this:

"A few days after the announcement appeared in the daily papers that my concern had purchased American material, I met the Kaiser at a reception. He called my attention to the purchase I had made and rather criticised my doing so. In reply, I told him that 'business is business,' and that I bought this American stuff because it cost me much less than German stuff of the same kind. In reply, the Kaiser said, 'Your business is entirely in Germany and dealing with German people. They furnish all the traffic that your concern handles and I question the wisdom, even for the saving of some thousands of dollars, of a German public-service corporation going outside of this country for material.'

"The Kaiser added, 'If ever again you feel that you can get a lower price in America than you can in Germany, give your order to some German house, send me a memorandum of the difference between what you paid and what the American charged and I will send you my personal check for the difference.'

"And that," added the would-be buyer, "is my reason for

asking you to bid, even though you know in advance you will not get the order."

However much we may have been opposed to many of the methods of Kaiser Wilhelm and the whole military power of Germany, we can but realize that prior to the World War that country was getting the world's trade by the system which it was following, one feature of which is indicated in the Kaiser's position in this matter.

## SOUTHERN COTTON CONSUMPTION INCREASED IN FACE OF WORLD DEPRESSION IN THE INDUSTRY.

**A**LTHOUGH there has been a world-wide depression in the cotton industry, with the British facing conditions not experienced since the Civil War of 1861-65, when their mills were idle for lack of cotton, the South increased its cotton consumption last season.

The quantity of cotton consumed in the mills of the United States for the 12 months ended July 31 amounted to 6,450,987 bales, as compared with 6,193,417 bales consumed for the corresponding period of 1925. Of this total consumption for the country, mills in the cotton-growing states of the South used 4,497,998 bales, or an increase of 277,988 bales over the previous season, while New England mills used 1,625,862 bales, or 12,912 bales less than were consumed for the 12 months ended July, 1925. Cotton consumption in other states outside of the South and New England amounted to 327,127 bales, or a decrease of 7506 bales.

The South is now consuming over 69 per cent of the cotton used in all American mills.

Stocks of cotton on hand August 31 in consuming establishments amounted to 920,944 bales and 1,715,593 bales were held in public storage and at compresses, as compared respectively with 680,527 bales and 1,040,178 bales reported August 31, 1925.

The number of cotton spindles active during the month of August was 31,321,936, of which 16,964,426, or 54 per cent, were in the South. The total increase in active spindles for the country during August, compared with August, 1925, was 52,162. The gain in active spindles in the cotton-growing states amounted to 485,154, while New England reported a decrease of 328,646 active spindles, and there were 104,346 fewer active spindles reported in other states.

Exports of cotton for the 12 months ended July 31 amounted to 8,154,370 bales, as compared with 8,195,876 bales exported for the previous fiscal year, and cotton imports were 325,511 bales, as compared with 313,328 bales in 1925.

On the basis of spinners' returns made to the International Cotton Federation, Manchester, England, the aggregate cotton consumption for the world for the year ended July 31 was 24,681,000 bales, as compared with similar calculations for 1925 of 23,294,000 bales and 20,404,000 bales in 1924. The five-year (1907-1911) average consumption of cotton in the world was 20,849,000 bales. The total number of spinning cotton spindles, both active and idle, in the world is about 162,000,000.

In a discussion of the world's cotton situation the Agricultural Department states that the past season was characterized by falling prices for cotton, small margins for the manufacturers and a generally dull market for cotton goods throughout the world. The growing use of silk, rayon and other fabrics of a similar type has been a factor in depressing the cotton trade.

The immediate outlook is for a normal business in the domestic textile industry and some improvement in Europe. Though the visible supply of American cotton is about twice as large as last season, a factor which partly offsets the large carry-over is the relatively small proportion of the better grades in stocks left from last year.

Copy of Letter Mailed to 3200 Members of the  
National Association of Manufacturers.

*Manufacturers Record*

EXONENT OF AMERICA

*Richard H. Edmonds.*  
Editor

*Baltimore*

September 27, 1926.

To All Members of the National Association of Manufacturers:

Gentlemen:

The view expressed many years ago in a letter to this paper by the Hon. William D. Kelley of Pennsylvania, then familiarly known as "Pig Iron" Kelley, that "the development of the South means the enrichment of the nation," is as true now as it was then. The development of the South means more than material prosperity; it means the utilization of vast resources which are an asset to the entire country; it means an increase of wealth and power of the nation; it means an enlarged market for the manufactured products of the North and West, for the South for many years to come will be a heavy buyer of things produced elsewhere.

It is in the power of the directors of the National Association of Manufacturers to decide as to the meeting place for its annual convention. In order that the suggestion which I have made of holding the next convention in some city of the Central South may be presented directly to every member of the Association, I am taking the liberty of bringing the matter to your attention.

It is needless to remind you that today the South is commanding the attention of the nation as never before. It is becoming one of the great markets of the world for every line of manufactured goods, and its industrial progress will mean increased prosperity for the nation as a whole. The resources of the South are greater than those of any other equal area of the world, considering its almost exhaustless supplies of coal and iron ore and many other minerals, its cotton and its agricultural possibilities.

It has seemed to me extremely desirable that the business men of the North and West should, by personal contact with the people of the South and by a study on the ground of Southern resources, become fully acquainted with this section and its future. I am, therefore, exceedingly anxious that the next annual meeting of the National Association of Manufacturers shall be held at some central point in the South.

I can guarantee to you that if such a meeting be held the Association will receive a more royal welcome than it has ever received before, and that the newspapers of the Central South will give far greater attention to its deliberations than it is possible to secure in such a metropolitan city as New York. In this way the manufacturers of the South and the North and West would be brought into closer personal contact and acquaintanceship, to their individual good and to the good of the whole country.

Some years ago it was the good fortune of the Manufacturers Record to be able to induce the cotton manufacturers of New England to hold an annual meeting in Atlanta. This was one of the most successful meetings that organization ever held anywhere. Later on, at the suggestion of this paper, the American Iron and Steel Institute held an annual meeting in Birmingham, and all in attendance were most enthusiastic as to the result of that meeting and the information which they gathered in regard to the South. Other meetings of important chemical and electro-chemical organizations in the South have been brought about by the suggestion of this paper, and I am now seeking to emphasize to every member of the National Association of Manufacturers the desirability from every viewpoint of having the next meeting somewhere in the South.

Southern cities will eagerly compete for the honor of having such a meeting. A number of them will be able to furnish ample hotel accommodations and every other facility that may be needed to make such a visit attractive to the members of the organization.

Viewed, therefore, from the strictly business point, from the broad spirit of national patriotism and love of our country as a whole, and from the charm of a trip into the South in the fall of the year, I am taking the liberty of urging your favorable consideration to this suggestion and your co-operation in saying to the directors that you would heartily approve the 1927 convention being held in the Central South.

I am,

Very truly yours,



Editor.

The foregoing letter, setting forth a few facts about the South and the future of this section as a reason why the National Association of Manufacturers should hold its next annual meeting at some point in the South, has been mailed to 3200 members of that organization in the North and West. This list of 3200 represents the leading men in the organization, and we believe the letter will have a marked influence in awakening their interest in the South, and we trust will

stimulate their desire that the next meeting of the association be held in the South.

It now behoves the business men of the South to do their part through their commercial organizations and individually in stirring up a lively interest to bring the association's next meeting into this section. If it should become necessary, the cities of the South which are seeking to secure this meeting should pool their efforts in order to make certain that competition between them will not result in the loss of the meeting to the South.

#### WHAT ARE WAGES IN INDIA?

A LEADING business man of the South, in a letter to the MANUFACTURERS RECORD, raises an interesting question in regard to the rate of wages in India, based on some statements which appeared in this paper taken from an address by Charles P. Perin before the National Foreign Trade Council Convention at Charleston. In that address Mr. Perin referred to wages in the iron business as having been advanced from 7 cents a day to 10 cents a day. Our correspondent wishes to know if this was intended to indicate an advance of 3 cents a day or if it was meant to indicate a wage advance of about 7 to 10 cents a day.

It was intended to mean an advance of 3 cents a day.

Some years ago the writer had the privilege of hearing Mr. Perin make an address in this country in which he stated that he was managing a large iron and steel enterprise in India employing 8000 laborers and that the average

rate of wages then paid, including skilled labor, was between 7 and 8 cents a day.

The letter from our correspondent, who does not wish his name to be mentioned, is as follows:

"In your issue of September 16, just at hand, I read on page 66 about wages in India. Is it likely that when the expression 'wages have advanced from 7 cents to 10 cents a day' was used it was meant that there has been a wage advance of about 7 cents to 10 cents a day?

"I raise this question for the reason that I was in India for several weeks a little over one year ago and made careful inquiry about the scale of wages in several cities. I was told that wages had advanced considerably since the war and were now at around 30 cents to 40 cents a day in our money for the great mass of laborers.

"Specifically, I saw women along the roadside breaking rock for road making with hand hammers, and was told they received about 30 cents a day, or about 4 cents per hour, and that men working along with them received about 40 cents for an eight-hour day's labor. This general scale of prices

for common labor was reported to me at so many points and by so many different persons that I am inclined to believe it is correct.

"One of our guides, a native, who said he had been a retail merchant and had failed and was now employed as a clerk and salesman in a store in Delhi, piloting tourists at odd times, informed me that his salary is at the rate of about \$5 per week, out of which he must support a wife and several daughters going to school.

"No doubt the proper department of the Government at Washington can give you authentic information as to wages in India today."

### ALL SIGNS POINT TO CONTINUED PROSPERITY.

**A**N optimistic view of the financial and industrial situation is taken by Nelson, Cook & Co., Baltimore bankers, in discussing general business conditions. Their September report contains the following:

"We continue emphatically optimistic. So far as our observation is privileged to discern, the situation, industrial and financial, radiates prosperity. The news—commercial, agricultural or financial—as we see it, is a veritable holiday offering of good things. This must not be construed to mean that we are predicting continuous and uninterrupted advances in the security markets to dizzy heights, but it does mean that to our mind the body politic rests upon a sound foundation and its progress constructively forward is likely to be continued for some time to come. \* \* \*

"It is noteworthy to observe that we have heard but little lately from the once woe-stricken agriculturist of North Dakota and the adjacent Northwest. Direct information permits us to make the statement that the situation in the Northwest has experienced a pronounced financial change for the better. We are reliably advised that North Dakota and the entire wheat-raising Northwest now basks in the sunshine of restored agricultural prosperity. Yet it should not require first-hand information to substantiate it. It is unmistakably reflected in the substantial increases in gross earnings of those trunk lines serving that section. It is concretely exhibited in the important advances already scored in market values of those stocks and, further, in the expanding business in that section of corporations manufacturing the heavier class of agricultural implements. \* \* \*

"At the time the security markets experienced the severe recession last spring we predicted that the future of the market, as well as the future of all industry, depended upon the forthcoming crops. Never in the agricultural history of our nation have the crops been more bountiful. It is inspiring to travel through the land and see on all sides the concrete evidence of our agricultural plenty. Corn, wheat, fruits, vegetables, cattle, poultry, all that go to make a land rich and happy, actually abound! We stress agricultural prosperity because against such a basis for constructive optimism contrary argument is vain.

"Agricultural prosperity is the foundation of the nation's buying power. Consequently, manufacturers and tradesmen have good cause to assume that the prevailing condition of sound, normal business is permanent and not merely temporary or seasonal activity. A scrutiny of current reports of our standard industries promptly indicates the extent to which business has expanded. Unemployment is at a minimum. Nowhere is there the slightest indication of overproduction or even surplus stock. The demand for basic commodities appears to continue unabated, tempered with normal adequate supply."

It is true that agricultural prosperity is the foundation of the country's buying power. It is also true that conservative estimates indicate that the country will have large crops this year, but it all depends on what price the farmer ultimately receives for his crops as to whether the bountiful harvest will benefit him financially, and, of course, when the farmer is prosperous some of his prosperity is passed on to all industry and commerce. If he can sell his crops at a profit, there will continue to be good times ahead for the country as a whole.

### AMERICAN INSTITUTE OF STEEL CONSTRUCTION, INC., PROMISES IMPORTANT CONVENTION FOR OCTOBER 26 TO 30.

**A**MORE intelligent and economical use of steel in bridge and building construction, and more efficient methods and relations between buyers and sellers constitute the basis" upon which has been constructed the program of the approaching annual meeting of the American Institute of Structural Steel Construction, to be held at White Sulphur Springs, W. Va., the last week in October.

The lists of the subjects to be discussed and the authorities who are to discuss them give promise of a meeting of considerable interest and importance.

"Structural Steel and Its Relation to Competition" is a subject of so many applications and possibilities it is difficult to conjure up an idea of what may follow. The second subject, "Fundamentals of Welding and Their Possible Application to Structural Steel," is more specific and suggestive. A good many observers outside the structural steel fraternity have been wondering why engineers have been so slow to adapt to construction purposes a process that has been found so superior to riveting in numerous other fields closely akin. When pipe lines, large tanks, boilers and a great variety of other things in which strength and dependability of joints is a prime requisite are daily being successfully welded, while we hear frequent prognostications of the application of the process to building, bridge and ship construction, the uninitiated, especially those in cities whose quiet is shattered by volleys from the riveters, are interested to know when this noiseless and economical method will replace the older process.

"Salesmanship and Broader Markets," while applying specifically to the sale of structural steel, may reasonably be expected to be based on principles and to contain numerous ideas of wide application outside this specific field. The speaker on this subject, E. St. Elmo Lewis, is the author of numerous widely read books on business subjects. His address, we read in the program, will be a real contribution to those interested in creative sales methods, while "Marketing and Merchandising As Applied to the Steel Industry," by Francis H. Sisson, vice-president of the Guaranty Trust Company of New York, should be fully as good.

"Corrosion As Related to Structural Steel" is a topic that touches closely a subject of almost universal interest. Forward-looking chemists of the steel industry are talking of the day in which corrodible steel—steel as we know it—will be replaced by rustproof alloy steels adapted to their peculiar uses. When we are able to make rustproof structural steel we will eliminate the enormous loss due to rust or to the expense of protective measures in our bridges, buildings, ships and the like. The total annual bill for rust, including replacements and protection, has been estimated at from \$2,500,000,000 to \$3,000,000,000. A very large part of this, probably the bulk of it, is in structural steel. A second, more widely appealing and directly felt significance of rustproof steel will doubtless prove to be the fact that once rustproof structural steel becomes economically feasible, rustproof steel will also be available for a great variety of other uses. Farm implements that can stand in the rain without rusting, carpenters' and mechanics' tools, machinery, kitchen implements, safety-razor blades—at a thousand and one points the corrodibility of steel touches us, and at all of these points will relief be felt when, before or soon after rustproof structural steel becomes commercially possible.

"Better Architectural Design in Steel Bridges" and "The Fireproofing of Structural Steel" are specific and evidently of interest only to the structural steel fraternity.

"Steel for Strength and Permanence," "Research Investiga-

tions in Connection With the Structural Steel Industry," "Some Possible Economies in Steel Construction" and "Architectural Design of the Future" are four addresses which, taken together, set our imagination to working on the future of design of middle and better class dwellings. As lumber becomes more costly, while research and experiment reduce the cost of structural steel, will fireproof steel and concrete dwellings of moderate cost become popular? Such an idea cannot seem as fantastic to us now as an American house of moderate price, with plumbing and electrical fixtures, seems to our contemporaries in Europe or might have seemed to our ancestors here.

#### A TARIFF TO PROTECT ALL INTERESTS.

**D**ISCUSSING the protective tariff situation and the effort that is being made by farmers to secure increased protection, and by international banking interests to break down the protection we now have, as recently discussed in the MANUFACTURERS RECORD, H. G. Pine, secretary of the Creek Motor Company, Oklahoma City, writes as follows:

"I note with considerable interest an article in the last issue of your publication, entitled 'A New Alignment on the Tariff Question.'

"I am very sure your position on this matter is well taken, provided the farmers of this country were allowed the same protection that is given the members of the National Association of Manufacturers, members of the Iron and Steel Institute, railroads and various other industrial organizations; but, it seems, when we come to getting legislation that will put the farmer on an equal basis with the various protected industries of this country it does not get much favorable consideration at the hands of our United States Senators and Congressmen.

"It is rather our guess that one of two things will happen sooner or later—we will either get legislation that puts the farmer on an equal basis with most other protected industries, or a good many industries will get much less protection.

"It would seem the Federal Reserve Bank crowd and Eastern industrial interests have got the idea that they comprise about all that is worth saving in this country, but it is our guess the time is not far distant when we are going to have a new 'deal' and one which will not be altogether in favor of certain vested interests who seem to feel that they can indefinitely control the situation.

"I have always voted the Republican ticket and for protection, but from this time on I am for protection for all of us or free trade for all of us."

The MANUFACTURERS RECORD always has taken the ground that the agricultural interests of the country should be as fully protected as the industrial interests. We do not believe in any discrimination in a matter so vital to the country's welfare. We are unwilling to see American farmers placed in competition to the extent that they now are with the poorly paid farmers of the Orient and of other parts of the world, whose products are crowding more and more into our markets, to the great disadvantage of our own farmers.

One of the best signs of the times for the welfare of the country is that the farmers are now studying this whole question with a greater degree of intelligence than they are credited with by those who do not realize the deadly earnestness with which farmers are looking into the situation and the way in which they propose to see that all interests are protected or that none shall be.

It behooves the manufacturers of the country, who are benefited by protection, and the laboring men, whose wages are safeguarded by protection, to recognize that they must have the co-operation of the farmers and that they must heartily co-operate with the farmers for a broad protective tariff which will safeguard all interests.

#### REMOVAL OF A BUILDING ACCOMPLISHED WITH LEAST ANNOYANCE—A LESSON TO SOME CONTRACTORS.

**A**LGERNON BLAIR, a contractor of Montgomery, Ala., sends to the MANUFACTURERS RECORD copy of an editorial published in the Montgomery Advertiser that tells a most interesting story of the demolition of a prominent building there to make way for a new one, the work being done in such a manner as to cause a minimum of annoyance and discomfort to the public. Indeed, there does not seem to have been any appreciable disturbance of usual conditions in the vicinity of the structure that was removed. Mr. Blair says in a letter accompanying the newspaper clipping: "The dignity of the article, the intelligence of it and the tendency to inspire one to better things seems to me to make the editorial an attractive one, giving opportunity for teaching a lesson that is worth while." An extract from the editorial follows:

"There has been a fascination in the razing of the Exchange National Bank building. Brick by brick, lath by lath, stone by stone the building has crumbled away, and one has almost witnessed in the orderly tearing away of this building the growth of the newer and better structure that will take its place. There has been a minimum of noise, an absence of dust and a perfect order in the work that is usually accompanied only by disorder. There seems to be no touch of destruction, but rather the constructive removal of something that stands in the way of growth and achievement.

"Preparation for intelligent work first attracts the passer-by. Instead of a disorderly, unsightly workroom, where everything is scrambled together in utter confusion, there is a neat, roomy place for the workmen and material. The place creates the impression of order and preparation and planning. It suggests that behind the job is a definite purpose directed by a definite builder; that there is pride reflected in getting ready for a work that will reflect credit upon everyone interested when the job is completed. There is evidence of careful planning to avoid inconvenience and to cultivate care and pride with those who are to do the work.

"The 'dignity of labor' might well be written on such a workshop, and as the hammer falls, the drill works and the saw goes through the timbers, or as brick is laid upon brick, one is reminded of the great American philosopher who taught that 'man is seldom, if ever, better employed than when honestly engaged in making money.'

"Only those who live in a 'jazz' age prefer confusion and hear the rumblings of the careless. Men who do well their work and get joy out of their work can still find a quiet dignity in whatever they may be called upon to do.

"The man who can demolish a building in an orderly way and make crumbling walls reflect the building that is to be erected where those walls once stood is the true artist. He is the builder worth while—the man who can make of the stone, rejected by the ordinarily careless and indifferent man, the chief cornerstone of the temple."

The MANUFACTURERS RECORD commands to the consideration of all wreckers of buildings and all erectors of buildings the excellent and superior manner in which this work of building demolition has been done at Montgomery. In its way it is a masterpiece. We are all familiar with the noise, dirt, dust, confusion and general rumpus which too often surround the removal of even a building of modest size when it becomes necessary to rebuild. The public highway is more or less blocked, traffic is impeded, pedestrians are obliged to take to the mid-highway at the risk of their lives to get around the obstacles that the wreckers have put in their way. Contrast this with the condition described at Montgomery. Other contractors who are not so careful as the one at Montgomery ought to "stop, look and listen," and also imitate.

## PRESIDENT SCOTT'S OPTIMISTIC STATEMENT ABOUT TEXAS AND LOUISIANA.

PRESIDENT SCOTT of the Southern Pacific Lines has furnished the MANUFACTURERS RECORD a remarkable statement as to the outstanding business activities in Texas and Louisiana.

"Harris county alone," he writes, "will spend \$7,500,000 on concrete roads." Building in all the territory of this road is exceedingly active, great building enterprises being under way in all of the leading cities.

In New Orleans plans under way contemplate the expenditure of \$75,000,000 in municipal improvements, while other large projects, building and to be built, figure about \$30,000,000.

His company is extending its lines over 100 miles and will touch several of the productive centers of the Rio Grande Valley, where large building operations are under way. Corpus Christi has just celebrated the completion of its \$5,000,000 port facilities. The Southern Pacific is completing a \$1,000,000-freight station and terminal at Houston, and will shortly develop freight and terminal facilities at Dallas.

These are but a few of the large enterprises of great pith and moment to which President Scott refers in his extremely interesting letter.

## HOW TO PUSH CONSUMPTION OF SOUTHERN FRUITS.

TO a Southern man on his travels, even the subject of bananas on the menu of dining cars in the far Northwest is not without material interest. It is provocative—suggestive. First, why should a railroad in the Northwest specialize on a fruit from the remote Tropics—especially a highly perishable fruit? Second, if such a profitable field be open to the fruits of the Tropics, why not in even greater measure to the fruits which abound in the South?

In the dining cars of the Northern Pacific road, for instance, may be found—indeed, it is thrust on the traveler—a booklet, "From the Tropics to Your Table: Eighty-three Banana Recipes." It is published by the Fruit Dispatch Company of New York city. The reason for the desire of the Fruit Dispatch Company to cultivate this new field is obvious. And, observation of the large number of refrigerated banana cars on the Northern Pacific tracks indicates that this carrier is cultivating a new and profitable tonnage. Thus, the fruit interests make money and the railroad augments its income.

The South should be quick to follow this example. Its citrus fruits, its grapes, its figs, its berries, peaches and melons are fully as appealing to the popular palate as the banana of the Tropics. The fruits of the South are less perishable, and their distance to this new market is shorter. The railroads will find fully as much profit in hauling Southern fruits as they do Tropic fruits, the rail shipments of which originate largely in ports in the South.

Enterprising Southerners well may hope soon to see the fruits of their section as attractively advertised and as plentifully supplied as the fruits from foreign lands. Southern railroads should lead in this good work.

## DRAWING A WISCONSIN PLANT SOUTH.

GUY P. NEWBERN, director, Tennessee Public Service Information Bureau, Nashville, writes the MANUFACTURERS RECORD:

"I have today received an inquiry from a man in Wisconsin asking information looking to the establishment of an industrial plant in Tennessee, and he advises that his inquiry is based on information contained in your publication."

## CONSTRUCTIVE PUBLICITY.

SOME constructive publicity work of a very high order is being done by the Southern Cities Power Company of Chattanooga, Tenn. The company has organized an association of the leading men of the towns of its system to work with the company's Department of Industrial Research. An executive committee composed of one outstanding man from each county meets monthly to plan the work of the organization. An industrial survey is planned for every city and town served by the system, these surveys to be available to manufacturers seeking locations.

The survey of Shelbyville, Tenn., has been completed and is admirable in its plan of arrangement and its manner of presentation. The Foreword states: "It is not expected that any industry will locate in Shelbyville without first making its own investigation; and if this special report is the means of bringing about such investigation, then it has served its purpose admirably."

The features of Shelbyville likely to interest manufacturers are indexed under 18 headings, including: Location, Climate, Labor, Coal, Wage Scale, Power, Water, Taxes.

Nowhere in the report is there any of the flamboyant spread-eagleism so common in statements put out by civic bodies and so destructive of the confidence of intelligent readers. There are no superlatives. If Shelbyville has the biggest this, that or the other, the reader will never learn it from the Report. Throughout the text runs the measured temperate tone that inspires confidence.

The matter is highly condensed and statistics skillfully handled to give a lasting impression in few figures. A part of the section on Labor will illustrate:

### "General Conditions.

"There has always been an ample supply of labor of both white and colored, male and female, in Shelbyville. The industries of Shelbyville have never experienced the mildest form of labor shortage.

### "Character of the Labor.

"The labor to be found in the Shelbyville territory is of a very high class. People are chiefly Anglo-Saxon and are industrious and energetic. Due to the fact that pleasant living conditions are to be found here, labor is not of the migrating type; therefore, satisfactory labor conditions exist.

### "Available Supply.

"Labor needed for new industries is obtained in the town proper, or from rural districts, or nearby towns. With the good roads that serve Shelbyville the rural districts can live at home and commute to and from work in automobiles or buses. Shelbyville has a population of 5100, according to the 1925 Federal census estimate. The population of the county is 21,737. The population of the surrounding territory has been compiled and is as follows:

"Within 50 miles of Shelbyville..... 310,000  
"Within 100 miles of Shelbyville..... 1,888,000

### "Composition of Labor—By County.

White	Colored	Foreign
17,979	2,357	1,301

### "Labor Unions.

"It will be well to note that *there are no labor unions* in Shelbyville. All industries are operated on the open-shop basis."

This is about half of the space given to the subject. Many more pages might have been written on it, but they would scarcely have been read. Here is enough to give a manufacturer an impression likely to lead to an investigation of the Shelbyville district, all that could be expected of any report of the sort.

If all of the other reports on towns and cities served by the Southern Cities Power Company are as well executed as this one, the effect should be most beneficial to the whole section. Other power companies and railroad companies throughout the South should study the plan and adapt it to their territories.

## Florida's Thrilling Story of Disaster and Heroism.

By GEORGE GARNER, Staff Correspondent.

[Special Telegram to Manufacturers Record.]

**West Palm Beach, Fla., September 25.**

Over the graves of many scores of dead, above a hundred-million-dollar pile of debris, waves the brave banner of Florida: "I have risen—I shall rise to highest estate." Only the silver lining of the storm cloud now is seen, and the rainbow of promise already is merging into triumphant fulfillment.

Florida has withstood the shock. Florida again has full steam up.

And never was the adage, "The Lord helps every man who helps himself," more conspicuously verified. Every man and woman in the storm-swept area is helping himself and his fellow-sufferers; every man and woman in the vast unstricken sections is helping his unfortunate fellow-citizens, and the Lord is helping each and all. Generous people in other states have contributed a goodly sum for relief work, but in comparison with the need such outside aid has been in mighty small measure. The stricken victims, however, do not count pennies, but utilize with gratitude the dollars sent in for the saving of lives and the mitigation of fearful suffering, especially for the helpless women and children.

So sudden and complete was the destruction wrought by the recent storm and so long was the news delayed in reaching the outer world that the people of other sections and states have not yet grasped the horrors of life and death in the stricken area, comparatively small though that area was. In safe, happy homes other folks do not realize that the entire town of Dania was wiped off the map, that the Masonic temple was the only building left unscathed in Fort Lauderdale, that the happy little hamlets of Hallandale and Ojus and Fulford were blown to the four points of the compass, that Moore Haven now is only a name, and that a dozen other flourishing communities are now in deep distress. Cold type cannot picture the pathos, the tragedy, caused by this blast from Gehenna.

Nor did the idea of waiting for outside aid occur for an instant to the sufferers. Without delay, they tenderly cared for their injured; without protest to Providence, they buried their dead; without bitterness, they gathered up the fragments of their once happy homes and started to erect new homes on the old sites.

The most effective instruments in this reconstruction work have been resilience and faith—such an ability to “come back” under heaviest handicaps as few nations and few states have ever shown—a faith in Providence, in their state and in their area as must move mountains of discouragement.

On the train with me coming South was C. M. Ackerman, a sturdy, upstanding citizen. Said he: "I have known Miami from the days when it was a little village. I own property in Miami. I own property in other parts of Florida. Now I am going down to buy more property."

Such was one expression of faith. Another traveler in converse with me said: "I have had word that my house in Miami is in ruins—but the land is still there, Miami is still there, Florida is still there. So I am going to rebuild."

Further, that faith in Florida runs through all strata of the citizenry; as, for instance, at Hollywood. Informed that free transportation to any part of the country would be given to the destitute by the Seaboard Air Line, or to Jacksonville by the Florida East Coast, the working men of that place said to J. W. Young: "Just take care of our loved ones and we'll stick; we do not want to leave Florida. Let the women

and children go to friends for a while and we will stay here and work till things are in shape for us to bring them back again."

And they stuck. The great Hollywood company has perfected a wonderful organization for relief, for sanitary safeguards, and for work. Even a first-class band was recruited to provide cheering music for the sufferers, and when I was there, less than a week after the blow, it was filling the air with merry melodies calculated to transmute tears to laughter. The women and children were safe and protected—Hollywood still was Hollywood and Florida still was Florida; so, "Pack up your troubles in your old kit bag," played the band among other blithesome pieces.

Especially amazing were this faith and cheer in Broward county, for "Broward suffered far the worst of all sections," Governor Martin had told me on his return from a tour of the stricken area, from which he emerged as I entered it.

## The Generous Spirit of Building Supply People.

And as a concrete sample of the help extended in unstinted measure by Florida folks to each other, C. W. Hesler of the Miami Chamber of Commerce, told me: "Dozens of instances can be cited in which poor storm victims went to contractors or dealers in building material and asked for stuff on credit, with which to rebuild their ruined homes. And in each and every instance, without exception, the dealer has declined to open an account, but has told his visitor to help himself to all he needs and forget the charge. When a visitor is insistent on making it a strictly business transaction—and probably 100 per cent of them are—the dealer merely makes out a little memorandum, saying that it isn't worth while to open an account and that the visitor can settle when and how he may find it convenient."

It is this actual operation of the spirit of the Golden Rule that is putting the stricken section of Florida on its feet in record time and is filling the people with a love for each other and for their state and for all men, which inevitably will strengthen the morale of the citizenry in generations yet to come.

### A Miami Thanksgiving Proclamation.

Finally, still another phase of the Florida spirit is shown in the following "Call for Thanksgiving," issued by Mayor E. C. Romfh of Miami just six days after the terrific visitation:

### **"To All the People of Miami:**

"Your city, the one you have loved so well, has suffered a temporary disaster almost beyond comprehension, but much, very much, remains upon which to build for the future. Loss of property has been great, but that loss will be much mitigated; loss of lives, fortunately, has been much less than first reported; the great majority have our loved ones with us and safe; we have all of our courage, determination and optimism.

"Now, therefore, I, Edward Coleman Romfh, Mayor of the city of Miami, do hereby call upon the people of Miami to assemble in their respective houses of worship on next Sunday and there offer up sincere thanksgiving to Almighty God for His help in time of need and His protection from great dangers, for health and strength and courage."

For citizens who had no regular church connection religious services were provided for two hours at Royal Palm Park.

The entire stricken area retained "all its courage and determination and optimism," and in time of great stress

remembered to thank God that He had protected it against even worse disaster.

At this point in my writing another convincing evidence of outside faith in Florida is presented—Frank A. Furst of Baltimore, head of the Arundel Corporation, which long has been dredging the Everglades and is doing other constructive work in the state, arrives in my hotel and speaks with the candor of an old friend, as he is:

"To say that such a terrific disaster will not be a setback would be foolish," said Mr. Furst. "Such deplorable loss in life and property cannot be ignored as negligible, but the stricken area and all Florida will 'come back' in amazingly short space of time. There is no group of people in all the land more substantial and resourceful and progressive than the people of Florida, and I speak in the confidence engendered by years of intimate experience and knowledge of them. Not only will they rebuild what has been destroyed, but they will work with an added ardor and energy to make up for lost time."

And as the "works" without which faith is dead, Mr. Furst has dispatched to Miami the largest dredge in the world, to be put to work there or in any other section on the most pressing task. Merely to insure the vessel for the trip cost Mr. Furst \$13,000.

As a matter of fact, Mr. Furst's utterance was almost a repetition of the thought expressed to me a couple of days before by Governor Martin, who said:

"We have had an awful blow, a bad setback, but Florida is too great a state and its people are too great a people to spend time in mourning and repining. They will get to work at once—even now they are at work—to make two homes grow where one grew before and to stimulate Florida's prosperity and glory."

Incidentally, some criticism was voiced in his state on Governor Martin's refusal to call a special session of the legislature to provide funds for the destitute and the bare comforts for the afflicted. The Governor, however, stood firm. A large amount of the money in the state treasury already was appropriated for various purposes and, therefore, could not well be counted as ready cash. And:

"Never," said Governor Martin, "has Florida withheld its concrete aid from other afflicted states or cities. Its people have been generous in help at all times. Now it would be a false pride to refuse aid from others; every man, woman and child in the land has an interest in Florida; it is their state as much as is the state in which they reside. I believe they want to contribute to a great fund for distress relief, and it would be an ungracious and a foolish act to refuse them that privilege."

Yet, somehow, the people of other parts have been backward in coming forward. It has remained largely for Florida to take care of its own, for the homeless and impoverished to help others in more dire straits than themselves, and they have risen magnificently to the occasion. While the storm still raged in Pensacola and the barometer read 28.1 inches, the people of that city busied themselves in raising funds for the East Coast section. The Clyde Steamship Company rushed in a great contribution. The Seaboard Air Line, through President S. Davies Warfield, said: "The destitute and suffering need no tickets of our line to any part of the nation." The great Florida East Coast system, retaining the spirit of Henry M. Flagler, not only provided free transportation to Jacksonville for the injured and needy, but also rushed continuous strings of relief trains north and south between that city and the stricken area, carrying passengers and supplies of every kind.

In every city, town and village the people mobilized to give help to the suffering. In many places the Red Cross was intensely active, in many places the Knights of Colum-

bus, the Salvation Army and other such organizations. But in every spot near the scene of desolation the towns people of the communities rallied in fine business fashion for work of the most practical kind. Sleep was forgotten by devoted men and women. I was driven from West Palm Beach to Miami and back by two young men, John Beach and Townsend Southard, who had to travel in pairs and relieve each other, as each became overcome by sleep. With them was Tommy Pennock, a local newspaper man, who spends every minute of his off-hours in relief work and usually "stood watch" with Mr. Southard and Mr. Beach in their continuous work "on the road." Indeed, Mr. Beach was stealing time from his studies at Yale University in order to help in the relief work at hand. I mention these three young men not as exceptions but as typical of the workers of every kind.

Then aid began to come in from the outside. Writing from here in strictly impersonal fashion and as dissociated from the organization, I feel free to say that the people of this section give to the MANUFACTURERS RECORD credit for arousing this interest. It is not I, a member of the staff, who says this—it is Governor Martin and P. B. Quinn, close associate of Mr. Young of Hollywood, and Mr. Helser of Jacksonville and Miami, and Mr. Conkling, editor of the Palm Beach Post, and Mr. Donald, president of the West Palm Beach Clearing-House. It is a host of men in all walks of life who say it. At all events, money for relief is beginning to come in, and Heaven knows it is sorely needed.

#### A Fearful Scene of Destruction.

Even five days after the fearful storm the scene along the coast in the stricken stretch challenges description. It is depressing beyond measure by daylight; it is morbidly depressing after dark. Not only does the general picture of desolation continue in the mind, but tragic, sad and even gruesome details stand out. The wails of injured children in the hospitals improvised in the Masonic Temple at Fort Lauderdale ring in one's heart even in hours of rest. Views of lone women, bereft of husbands and, maybe, mourning lost children, also, fairly haunt the mind of one who has seen them striving to gather up the fragments of their little homes, brave beyond words in a grief so deep that it actually is tearless. Gathered in a little room from which the front wall has been blown away is seen a little family grouped around a flickering candle—destitute, yet rejoicing that none is missing from the loving circle. Strong men, the family nests destroyed, walk up and down in the dark, nursing their little ones with the tenderness of mothers, while the wives make up the beds of such kind as may be fashioned for the youngsters to find some rest. The tremendous, self-sacrificing devotion of every man, woman and child in the adjacent territory is all insufficient to afford a small percentage of the help actually required. The outside world must open its heart, and the only aid it can give is in dollars with which to help the destitute to rehabilitate their fallen fortunes. Supplies of every kind are required in unstinted abundance. Clothing and shoes, especially for women and children, are wanted. Medicine and disinfectants must be provided.

Help for the stricken section is not help for Florida, it is help for individual suffering children and women and men. Help for Florida is not aid for one individual state, it is help for an area which in every way is one of the greatest assets of this great nation. The people of America must be awakened to realization of the horrors of the situation and the need of the suffering thousands.

And yet in the midst of this desolation sparks of humor appear, to show the courage and strength of heart of the people. Just outside Fort Lauderdale a large boat had been blown away up onto the Dixie Highway and to it a wag had attached a rope and fastened the boat to a tree. "Parking

one hour," another wag put up as his contribution. Such jests serve to ease the tension and for the moment to divert harassed minds.

Also, down in that section an automobile owner got into trouble and almost was driven into exile. As the tale was told me by a Red Cross worker, this man's machine was appropriated by an officer and was utilized for transporting injured persons to relief stations. An alarm was sent out by the owner and the car was discovered by soldiers or police. "Let him give it back to me and I won't prosecute him," said the owner. What the authorities said won't go into cold type. The auto was promptly commandeered for relief work and the owner was informed that the roads out of that area would be made perfectly passable for his use.

It had been my intention on coming South to tell the story in one article. It cannot be done. The general tale must be told of itself. The sufferings, scenes and achievements of Miami are entitled to a chapter of their own. The wonderful work at Hollywood and plans for a future even greater than the past are subjects for individual treatment. Indeed, one might fill pages of the MANUFACTURERS RECORD for many months on all these marvels; to condense them into one article is impossible.

So this is written merely to give the world some slight idea of the great spirit which permeates all Florida and its people. And even this well may be called only a thumbnail sketch.

### Rushed Supplies, Doctors, Nurses, Life Guards and Police Even Before the Full Damage Was Known.

[Telegram to Manufacturers Record.]

Daytona Beach, Fla., September 25.

With \$4500 already raised through the efforts of the Chamber of Commerce, city officials, newspapers, Red Cross and Jewish relief, Daytona Beach is continuing her efforts to help the storm-stricken sufferers of the lower section of Florida. Relief work began when the first news was received here by sending a delegation of doctors and nurses with medical supplies, free transportation being furnished them by the Florida East Coast Railroad. In addition, 16 members of the life-saving corps and 12 members of the Daytona Beach police force, with relief workers from the American Legion, left here Sunday and are still on duty in the storm area. A relief caravan consisting of five buses and one truck carrying food supplies was dispatched Monday by the officials of the city, co-operating with the Chamber of Commerce and other civic organizations.

Red Cross stations for the collection of clothing and other needed supplies have been established on both the mainland and peninsula sides of the city and many homes here have been thrown open to refugees.

DAYTONA BEACH CHAMBER OF COMMERCE.

### But Little Harm Reported at Clewiston.

Clewiston Sales Company.

Philadelphia, Pa., September 24.

*Editor Manufacturers Record:*

We thank you for your inquiry about Clewiston, Fla. Clewiston was far from being washed out, as the papers reported the first day. Possibly the aviator flew over Moore Haven and, thinking it was Clewiston, reported that the town was demolished. At any rate, there were no deaths or even serious injuries at Clewiston. Reconstruction work was begun the next day.

ROBERT C. GLENN.

### Remarkable Work in Speed, in Money and in Other Help by Alert, Energetic Jacksonville —An Example for the World to Study.

[Telegram to Manufacturers Record.]

Jacksonville, Fla., September 25.

Florida's resourcefulness and rallying power have been well demonstrated in meeting the relief demands following the devastating hurricane of last Saturday. Florida cities, with Jacksonville in the vanguard of the response, acted spontaneously when first reports of the disaster trickled out of the stricken area early Sunday afternoon. In Jacksonville, as in other cities, meetings were called at once. In this city a gathering of city and Chamber of Commerce officials, bankers and prominent citizens was called for 6 o'clock Sunday evening at the Chamber of Commerce, and the work of building a relief organization was started. By 10 o'clock Sunday night a 24-car train had been loaded with supplies of clothing, food and milk and a large quantity of medical materials. Thousands of dollars had been pledged by the city and its suburban towns by the civic organizations and by public-spirited citizens.

Jacksonville's relief train was the second train to enter the devastated area, following a few hours after the train sent from West Palm Beach, a city only 80 miles from the wind-swept Miami. A fleet of trucks laden with supplies also preceded the Jacksonville train into the disaster area. These came from Orlando, Daytona Beach, Cocoa and other cities within a short radius of the disaster district. Florida cities, responding to the emergency long before the stricken cities had gathered their scattered forces and issued a call for assistance, rushed the relief that brought order out of the chaos of wind-torn towns and disorganized populations. Jacksonville's first relief trains carried supplies that reached Miami, Hollywood, Dania, Progresso, Moore Haven, Okeechobee City, Clewiston and other towns and hamlets ravaged by the storm, and since then carloads of supplies have been sent to these districts each night from Jacksonville.

Today Jacksonville began a drive to raise \$100,000 in addition to a like sum already raised for the relief of the sufferers. More than 200 volunteer workers responded to the call for the drive and began an intensive canvas of the city. Women's organizations co-operated in a tag day. Through the drive, the tag day and through benefit performances to be given within the next few days, Jacksonville expects to be exceeded the \$200,000 mark with its relief fund.

E. P. OWEN, JR., Manager, Chamber of Commerce.

JOHN T. ALSOP, JR., Mayor, City of Jacksonville.

FRANK H. OWEN, Chairman, City Commission.

### Another Interesting Story About Jacksonville's Work.

[Telegram to Manufacturers Record.]

Jacksonville, Fla., September 25.

A committee of citizens, following receipt of the first authentic information from the storm area, met Sunday evening at 6 o'clock, and four hours later a complete relief train, bearing doctors, nurses and all sorts of supplies, was rolling toward the southern section of Florida. The people of Jacksonville have cheerfully given carloads of clothing, which has been shipped to all storm areas. Refugee homes have been established here, and well over a thousand sufferers are now receiving every possible attention. Jacksonville has already contributed in the neighborhood of \$100,000 in money, and the goal is set at \$200,000, with every indication it will be reached.

Jacksonville has always taken the attitude of being big

brother to all Florida, and when the opportunity came to prove this attitude Jacksonville proved it in a blaze of sincere sympathy and definite action, realizing that no great city could have done less.

"BELIEVERS IN JACKSONVILLE."

**Splendid Spirit in Face of Grievous Blow—Their Hotels to Be Ready for Winter Business, Says J. W. Young.**

[Telegram to Manufacturers Record.]

Hollywood, Fla., September 24.

I value your expression of sympathy and good wishes and shall remember it as one of the first I received. The hurricane dealt Hollywood a grievous blow, but one from which it will recover with a rapidity that will surprise people. Let me give you the facts we have collected to date:

In Hollywood there have been 3029 buildings damaged in part or completely destroyed, leaving out of consideration the important structures such as the hotels. I believe that \$5,000,000 will completely restore these buildings, many of which were shacks and small cottages of flimsy construction. The buildings of all the Hollywood companies stood up splendidly in front of the driving storm. The company buildings carried \$1,500,000 insurance, which will adequately take care of our damages. Our hotels will be ready for our winter business; in fact, they will be in commission by November. We are clearing away the work of the storm and laying out the rebuilding program.

We are going to be mighty busy here during the next few months; everybody is going to work double time, but the spirit of everyone is splendid. We are going to rebuild and build better than what the storm swept away.

J. W. YOUNG, President.

**Orlando's Quick and Magnificent Response.**

[Telegram to Manufacturers Record.]

Orlando, Fla., September 26.

Orlando has raised to date more than \$15,000, Orange county more than \$25,000. One little town in the county raised \$448, or \$1.50 per capita. All towns and communities in Orange county have done their share.

Twenty-four hours after hurricane a solid trainload of food, ice water, 8 doctors, 20 nurses, 2 undertakers and 88 caskets left Orlando for storm area. Nine truckloads of food, clothing, building materials and supplies forwarded to Red Cross stations in storm zone. Three shipments of medical supplies and bandages have been sent. Orange county chapter of Red Cross opened headquarters Tuesday morning. The response from people of the county has been magnificent.

The Red Cross chapter has cared for scores of refugees passing through on way to relatives in other cities or to new locations. Some fifty refugees are in city either temporarily or permanently.

ORLANDO CHAMBER OF COMMERCE,  
KARL LEHMANN, General Secretary.

**Despair Is Transient, Recovery Will Be Rapid.**

[Telegram to Manufacturers Record.]

Groveland, Fla., September 25.

Exemplifying the spirit and opportunity of Florida in general, Groveland contributed \$1200 to our temporarily saddened and unfortunate neighbors. We rejoice that opportunity in a quick recovery from fire loss and bank failure enables us to minister to the needs of others. Despair is transient, recovery in every instance will be rapid.

MAYOR A. M. DAVIS.

**Lakeland Rushes Nurses, Doctors, Supplies and Money—Urges Special Session of Legislature to Appropriate Funds for Sufferers.**

[Telegram to Manufacturers Record.]

Lakeland, Fla., September 24.

Lakeland, nearest division point of the Atlantic Coast Line, was first city to send relief train loaded with doctors, nurses and volunteers to the stricken Moore Haven district, west of Lake Okeechobee. This first train left at 8 o'clock Sunday night, followed by another at 11 o'clock, carrying more volunteers. Lakeland physicians were among the first to reach Moore Haven. Relief work on part of Atlantic Coast Line Railway, only road serving the district affected, has been directed from Lakeland and hundreds of refugees have been brought here by rail and automobile from Sebring and Avon Park.

City of Lakeland appropriated \$5000 Monday morning at special session for relief and local Red Cross Chapter is raising an additional \$5000, almost complete, as quota for relief funds. Local theater giving 11 o'clock benefit performance Saturday night for relief fund. Relief headquarters here established for whites and negroes and more than 500 refugees have been handled through Lakeland. Two hundred arrived Tuesday night by bus from Sebring, and of these all but 40 have been sent to relatives in other parts of the state or to their home cities in the North. Food, clothes and medical attention given all sufferers in need.

Chamber of Commerce adopted resolution tonight urging Governor call special session of legislature to appropriate from surplus of state treasury for relief of stricken areas.

LAKELAND CHAMBER OF COMMERCE,  
IKE PARRISH, Secretary.

**An Example of What Floridians Are Doing for Their Own.**

[Telegram to Manufacturers Record.]

Starke, Fla., September 25.

Civic organizations raised \$361 in a short time Monday. Money in hands of relief organization in Jacksonville Monday afternoon. Through efforts of Exchange Club and Chamber of Commerce, aided by local press, drive for additional funds begun. Funds still coming in from the entire county. One doctor and nurse dispatched, with others in readiness should they be called. Women's organizations working to solicit clothing for sufferers. Desire to aid in restoring stricken area and assist storm sufferers shown on every hand, with donations of cash and offers of personal assistance. Convey to Mr. Edmonds our appreciation of his efforts to inform the outside world what Floridians are doing for their own.

CHAMBER OF COMMERCE.

**Cash, Clothing, Milk and Other Supplies Sent From Lake Wales to Refugees.**

[Telegram to Manufacturers Record.]

Lake Wales, Fla., September 25.

Lake Wales furnished \$2000 for relief work at Moore Haven and Sebring. Also furnished searching crew of 25 American Legion men, who were among first to recover bodies in Moore Haven district. Two carloads of clothing sent to Sebring from here for refugees. Fifteen gallons of milk and quantities of drinking water shipped daily to Sebring for babies. Two crews of leading citizens went to area to offer help, but were turned back because of lack of organization. Lake Wales has truly done herself proud in this emergency.

C. E. NOYES, Manager, Chamber of Commerce.

**Forgetting Her Own Troubles, Fort Myers Rushes Aid to Those Less Fortunate.**

[Telegram to Manufacturers Record.]

Fort Myers, Fla., September 24.

Inspired with the spirit of brotherly love and abandoning her own trouble in order that she might be of assistance to those less fortunate than herself, Fort Myers, the city of palms, rushed the first aid to the stricken Lake Okeechobee district, which was swept and virtually destroyed by wind and flood waters last Saturday, it was made known today. Herself in the path of the hurricane, which wrought havoc in south Florida, striking Miami on the East Coast and dashing its way across the Everglades to the Gulf, Fort Myers received the blast broadside and stood against the onslaught for more than 15 hours without a single lost life, injury or serious property damage.

Quick to respond as soon as the call for help was heard from Moore Haven, some 68 miles away, the people of this city lost no time in rushing relief. With all lines of communication cut off, roads flooded to check traffic and the wind too strong for the flying of planes, a number of relief boats, loaded with canned baby food, provisions and medical supplies, set sail in the dead of Sunday night. A small speed boat carrying supplies was the first relief arriving in the stricken town where more than 100 perished. Other large craft followed with cargoes of water and food, which maintained life in the stricken town until assistance could be obtained from other points.

While the disaster is recognized as having been the greatest in the state's history, it has revealed two important facts: One that Florida is not without friends, for the whole world came forward as one to offer assistance, and second that the spirit of mankind to sacrifice life and home for his fellow-man still ranks high and was never in the country's history more forcibly displayed.

HORACE DUNN, Chamber of Commerce.

**One Thousand Dollars in Supplies Raised in Less Than an Hour and Rushed to the Sufferers.**

[Telegram to Manufacturers Record.]

Tavares, Fla., September 25.

Relief parties were organized and collections of money, clothing, blankets and provisions were started as soon as the disaster in south Florida was made known. The local unit of the Red Cross communicated with headquarters at Washington for instructions and received orders to collect funds immediately and forward to Washington.

A special relief party was made up on Tuesday the 21st in response to telegram from Jacksonville advising that the town of Sebring was in need of immediate help to care for refugees from the south Okeechobee district, including the town of Moore Haven. The relief party chartered a fast passenger bus, loaded it with blankets, clothing, provisions and medical supplies, left Tavares at 4 P. M. and arrived, after a 150-mile drive, at Sebring at 9:30 P. M. The party consisted of men experienced in first-aid work and a trained nurse. Upon arrival at Sebring it was found that refugees were being brought in in batches of 100 to 200, badly in need of medical attention caused by injuries sustained while in the flood and infection from the water. The first-aid party worked the entire night, dressing wounds, feeding the new arrivals and taking care of the many children whose parents were either lost or unable to attend to them.

Cases of heroic self-sacrifice on the part of parents in saving or trying to save their children were numerous. By quick action on the part of this town and all the others in this section many lives were saved and sickness prevented.

The amount of actual cash spent on this one particular relief expedition has not yet been tabulated, but it is estimated that provisions, clothing and other supplies to the extent of a thousand dollars were raised in this one town for the use of the relief party in less than an hour.

MERCE REES, Secretary, Chamber of Commerce.

**Every Civic and Business Organization in Vero Beach Concentrated in Relief Activities for the Stricken Cities.**

[Telegram to Manufacturers Record.]

Vero Beach, Fla., September 24.

Work for storm-stricken area has been under way in Vero Beach since word was received of extent of disaster Sunday morning and is now functioning under thorough organization, consisting of combined efforts of all women's clubs and civic organizations centered in headquarters established at Chamber of Commerce under general chairmanship of Mayor B. T. Redstone. One thousand dollars in cash has been collected and several automobile loads of supplies, especially canned milk and baby clothing, have been dispatched to Fort Lauderdale, Hollywood, Hialeah and Miami.

Local committees, women's club and civic organizations are collecting supplies and making baby clothing. Nurses and doctors in relays have been on duty since Sunday night at Fort Lauderdale and Hialeah. American Legion has been giving aid at various points since Sunday.

Local merchants have been responding generously with food supplies, drugs and clothing and every home in the city has given up all available supplies of extra wearing apparel.

Hotels, homes and tourist camps have offered accommodations to refugees. A storm-relief depot has been established in Delmar Park to aid traveling storm sufferers, all-night service having been arranged.

Word has been sent out to officials of each of the sister cities in Southern territory indicating readiness to place entire resources of city at their disposal.

VERO BEACH CHAMBER OF COMMERCE.

**Shoes, Wearing Apparel, Canned Goods, Bread and Medical Supplies From Melbourne.**

[Telegram to Manufacturers Record.]

Melbourne, Fla., September 24.

Melbourne citizens are responding nobly to the appeal from the Melbourne Chamber of Commerce for funds and supplies to be forwarded to the hurricane district. Twenty-eight hundred and sixty-three dollars have already been subscribed to date and additional funds are expected. Upwards of 275 cases of shoes and wearing apparel for men, women and children, canned goods of every variety, 3000 loaves of bread and medical supplies have already been forwarded by train and truck. Ladies of the community are organized and are continuing making up garments for women, children and infants and have not forgotten toys for the children.

The Frank B. Huddleston Post, No. 81, American Legion, of Melbourne, have sent 56 of their men to Fort Lauderdale to act in relief work. Two doctors and six nurses have donated their services to the hospital under supervision of the Red Cross. Melbourne Chamber of Commerce is taking care of refugees who stop here, furnishing them with hotel accommodations and such supplies as are necessary, and we will continue to work until the situation is relieved.

MELBOURNE CHAMBER OF COMMERCE.

JOSEPH MASCH.

**"Florida Will Stage a Comeback That Will Startle the World"—Every Community Helping to the Limit.**

[Telegram to Manufacturers Record.]

St. Augustine, Fla., September 24.

Night after news of hurricane reached St. Augustine, East Coast Hospital of this city sent complete complement of nurses, doctors and medicine supplies to Miami, provided bandages for wounded. Flagler Hospital organized complete hospital unit of ex-service men, sanitary officers, trucks, doctors, nurses and supplies, and sent bandages sufficient to care for 500 cases. Many exhaustion cases and other refugees hospitalized there and several hotels have offered their rooms to public patients. Chamber of Commerce immediately organized for relief work, sent special personal representative to scene and told stricken areas to name what they needed in cash, supplies and man power and same would be provided instantly. Thousands of dollars were raised in St. Augustine during the first hour of organized effort.

Florida has reduced realty taxes 30 per cent, has no income or inheritance taxes, has \$15,000,000 surplus in treasury and \$7,000,000 unappropriated in state road fund. Florida can easily take care of its own storm sufferers without the much-appreciated offers of aid from other states. Florida is rich and the hurricane-swept sections will stage a comeback that will startle the world. Hurricane insurance in Miami district alone amounted to \$20,000,000. Even the smallest community in this and other counties of state have come forward with relief contributions. Northeasters never hit Florida, except in summer and fall, so this hurricane will not hurt Florida as winter playground of nation.

ST. AUGUSTINE CHAMBER OF COMMERCE.

Replying to some inquiries from the MANUFACTURERS RECORD as to the foregoing telegram, the St. Augustine Chamber of Commerce wired:

"Red Cross work to relieve sick and suffering must be of national scope, as speed is important element. Florida, moreover, cannot afford to appear ungrateful or unappreciative. It is hardly feasible to organize company of wealthy Floridians or rich men heavily invested in Florida to rebuild damaged area, but purpose of our telegram was to convey the thought that Florida is well able financially to do this if necessary. Insurance money will do much toward rebuilding Miami district, as hurricane insurance was heavy in that locality. Insurance money comes from all over the country.

"Florida will rebuild quickly and more permanently than ever. To do this we may need credit in large amounts, but Florida's credit is good because her assets are tremendous, more than ample to cover any loans she may request. Purpose of our wire or publication sent last night was to show that Florida's treasury is bulging, her finances on sound basis and the spirit of her people unbroken, and that, therefore, her ability to borrow should not be lessened as result of hurricane."

**Prompt Aid From Chicago.**

[Telegram to Manufacturers Record.]

Sarasota, Fla., September 25.

R. K. Thompson, local manager of the Potter Palmer Estates here, who are completing after several years of effort one of the largest agricultural developments of the West Coast, has just received \$2500 from their Chicago main office to be distributed to the stricken areas, \$1000 by Red Cross and \$1500 by the Chamber of Commerce. In addition to financial aid the Palmer Corporation has offered furnished homes, farms and salaries to 10 farm families from the Okeechobee section and a similar offer has been made by Brotherhood of Locomotive Engineers at Venice. John F. Keeley, former traffic expert, United States Department of Commerce,

Washington, now industrial secretary of local Chamber of Commerce, is in Sebring rendering assistance and selecting 20 families of farmers to be moved here.

W. B. ESTES,  
General Secretary, Sarasota Chamber of Commerce.

**Loss at Bradenton Appears Small—Helping Other Sections.**

[Telegram to Manufacturers Record.]

Bradenton, Fla., September 25.

Back to normal in its own affairs and with only twisted trees, flattened garages and little red streets, which are fast being cleaned up, as evidence of the storm of a week ago, Bradenton and sister cities in Manatee county are busy collecting relief funds for stricken areas. Total of donations to Manatee county chapter of Red Cross to date from Bradenton, Palmetto, Manatee, Ellenton and other communities is approximately \$45,000 in cash and supplies. Some refugees from Moore Haven are being housed by friends here. Storm damages in this city, midway from center area, comparatively light, due to warnings. No loss of life in city or county. Damage to fruit and truck crops will not seriously affect shipping season and loss appears small.

BRADENTON CHAMBER OF COMMERCE.

**Sorrow for Sister Cities Exceeds Joy for Their Own Escape.**

[Telegram to Manufacturers Record.]

Tarpon Springs, Fla., September 25.

Not only has this city, through Mayor B. G. Scribner, offered its services for any form of aid to the storm area of the state, but it has and is continuing to raise cash funds for relief work. A relief committee appointed by the City Commissioners and a committee from the local Legion post and the leading local paper have raised and forwarded more than \$2500 for the stricken area. Contributions continue to be made and will continue as long as conditions in the storm area require this aid.

Our sorrow for our sister cities exceeds any joy over our good fortune in escape of damage.

O. H. ERNBURG,  
Tarpon Springs Chamber of Commerce.

**Will Help Till No Further Help Is Needed.**

[Telegram to Manufacturers Record.]

Leesburg, Fla., September 25.

Leesburg subscribed \$3000 to relief fund, sent 3 doctors, 6 nurses and 5 truckloads supplies to devastated area. George Albright, president local Welfare Association, now at Fort Lauderdale with buses to bring 50 women and children to Leesburg and establish them in city cottage colony. Dr. W. A. McKenzie, Mayor of Leesburg, and Dr. Clyde Brady now giving medical aid in refugee colony at Sebring. Leesburg will continue to help until no further help is needed.

LEESBURG CHAMBER OF COMMERCE.

**All Sections Together in One Inspiring Effort.**

[Telegram to Manufacturers Record.]

Cocoa, Fla., September 25.

Hurricane relief fund raised in Cocoa \$3000, mostly expended on emergency relief Fort Lauderdale and Hollywood. Bread, clothing, disinfectants forwarded each day by motor; also doctors, nurses, medical supplies sent to Miami. Emergency bringing all sections of state together in one inspiring effort to promote welfare of this glorious Commonwealth.

HURRICANE RELIEF FUND.

**Magnificent Work of Florida East Coast Railroad.**

St. Augustine, Fla., September 27—[Special.]—In connection with the storm which struck Miami, Hollywood, Fort Lauderdale and other cities on lower east coast of Florida on Saturday morning, September 18, it is interesting to know that with the exception of a few hours' delay during peak of storm and immediately thereafter when debris was cleared from railroad tracks the Florida East Coast Railway, which serves the entire territory between Jacksonville and Key West, operated its passenger and freight trains on a practically uninterrupted schedule between Jacksonville and Miami and has continued to do so. The railway company furnished the only means of communication between the stricken area and the outside world.

Immediately upon learning of the approaching storm Assistant General Manager C. L. Beals, accompanied by several other officials in private car 93, departed for Miami. They were caught in the storm Saturday morning in the vicinity of Hollywood and Fort Lauderdale. The train was stopped and about 450 people were pulled out of the storm and high water, fed and put to bed. Mr. Beals and other officials waded into the water and rescued men, women and children and took care of many on stretchers in the baggage car. Soon as the line was cleared of cars, trees and other debris the train entered Miami.

The Florida East Coast Railway, through its vice-president, H. N. Rodenbaugh, immediately authorized the free movement of all foodstuffs, Red Cross supplies, doctors, nurses, medical assistants and troops into storm center. Every facility that the railway had was placed at the disposal of the people along the stricken territory and through the American Red Cross. The hospital of the railway company at St. Augustine sent 3 surgeons, 15 graduate nurses and a baggage car equipped as a surgical room.

Work trains were turned over to the Telegraph Company to assist their forces in stringing the wires. Equipment was held at Miami and a large number sought refuge therein and were saved. The railway sent special trains with electrical outfits, dynamos, etc., into Buena Vista to establish lighting facilities. It furnished Miami, Hollywood and Fort Lauderdale with colored laborers to assist in cleaning up the cities. The vice-president and other officials personally established themselves at every point to handle the emergencies as they occurred.

The Florida East Coast took the Chicago Herald-Examiner special train with doctors and nurses from the Atlantic Coast Line at Jacksonville and moved it into Miami in the remarkable time of nine hours and seven minutes, a distance of 366 miles. It handled free any number of special relief trains with Red Cross officials and medical forces. It moved by special service, Jacksonville to Hollywood, J. W. Young, the developer of Hollywood; Mayor E. C. Rompf of Miami and Carl Fisher.

Later the railway company furnished free transportation to all destitute people over its line, and upon authority from connecting lines through tickets were issued to their destinations. Every able-bodied man remained on hand to assist in the rebuilding of the cities.

The Florida East Coast Railway only recently completed its gigantic double-track program between Jacksonville and Miami. Every rail and every bridge held perfectly. An important reason why the territories' recovery has been so rapid is that transportation and communication with the outside world to the affected territory was never interrupted, as the Florida East Coast, with its improved facilities, was not

injured by the storm and it has been functioning steadily and dependably ever since, bringing in the huge quantity of supplies of food and of medicine and great numbers of physicians, surgeons, nurses and troops to aid in the alleviation of the suffering and the rehabilitation of the territory, handling free of charge those emergency supplies needed for medical attention and sanitation. Now that rebuilding is being carried out on every side, it is moving to this same territory all construction supplies and materials desired.

Four Pullman sleepers and a dining car, with cooks and waiters, placed at Fort Lauderdale to sleep and feed unfortunate people. Two Pullmans placed at Colohatchee for same purpose.

Assisting the State Board of Health, a subsidiary of the railway company furnished its chlorinators for the purpose of purifying the drinking water at all affected points.

**Sarasota, Ignoring Its Own Losses, Sends Money and Supplies to Stricken Sister Cities.**

[Telegram to Manufacturers Record.]

Sarasota, Fla., September 25.

Losing sight of local losses, estimated by Board of Appraisers not to exceed \$200,000, and having suffered no loss of life or personal injuries, the citizens of Sarasota through their Chamber of Commerce are acting as general clearing-house in lieu of Red Cross or other similar agencies. Sarasota has dispatched to Sebring, the base of supply for the Lake Okeechobee region, and particularly Moore Haven refugees, over \$2000 in food, medical supplies, clothing, etc.; one thousand dollars in cash, also similar contributions made to Fort Lauderdale. Sarasota set about early Sunday morning last to render relief, rehabilitating local slightly damaged sections first, and late Sunday began to dispatch medical aid to stricken areas. Sarasota knows that her sister cities will recuperate speedily and more effectively than ever from their material losses.

Our main grief and sorrow is for those who have suffered the loss of loved ones and sustained personal injury. But we know their faith in Him who knoweth all things best will allay their deep sorrows. The words of encouragement coming from MANUFACTURERS RECORD, combined with their generous donations, are never to be forgotten.

W. B. ESTES,  
General Secretary, Sarasota County  
Chamber of Commerce.

**Splendid Work by a Small Town.**

[Telegram to Manufacturers Record.]

Auburndale, Fla., September 27.

Auburndale, thankfully immune from storm damage, quickly rallied its resources to relieve suffering in storm area. Within two hours of receiving news of lower coast catastrophe a party of nurses, doctors and one dentist boarded relief train here for Moore Haven area with a large supply of food and medical necessities. Dr. M. L. Ebermesser, local dentist, recently from Charleston, Ill., waded several miles through water to reach objective and in co-operation with Lakeland osteopath opened first organized relief station in Moore Haven, where also W. D. Carmichael, Auburndale mortician, was second to begin embalming pitiful remains of storm victims. Under direction of Mayor E. K. Anderson, competent relief organization was perfected here in city to care for storm refugees, and several hundred dollars was subscribed in short order, together with large donations of serviceable clothing.

W. H. ROSSMAN, Secretary, Chamber of Commerce.

**"Sectional Sentiment Dead on the Altar of Sympathy."**

Believers in Jacksonville, Inc.

Jacksonville, Fla., September 23.

*Editor Manufacturers Record:*

I have received your splendid letter addressed to Florida readers of MANUFACTURERS RECORD in reference to the hurricane disaster. It is characteristic of you and of the magazine which you so ably edit.

Out of the whole tragedy, as terrible and far-reaching as it was, there will come a finer and more enduring Florida. The echo of the wind had hardly died away before a mighty

spirit of reconstruction was marching through the golden-hearted peninsula. If it were not for the loss of human life, the whole affair would be ancient history in a few months.

Calamities have a way of drawing us closer together and out of this West Indian hurricane there will come, I predict, a tie of united Florida which is going to amaze the world in co-operative effort. In the past there has been a decided sectional sentiment, which did not always work for the best interest of the state as a whole. This sectional sentiment is dead on the altar of sympathy. Henceforth there will be no south Florida, no west or north Florida—all Florida!

Florida is looking up—and higher. We invite the world to look up and higher with us.

AL HARRIS, Executive Director.

**Commercial Potash in Texas.**

A commercially valuable deposit of potash has been found in Texas, according to word sent out by Douglas Hawley and based on a report said to have been made by Dr. E. P. Schoch, director of the industrial chemistry experiment station of the University of Texas. According to this report, two superimposed layers have been found, the upper one of 3-foot thickness and the lower one of 5-foot thickness.

The report quoted was rendered to M. Agress, Tom G. Leachman, J. N. Stier and Neth Leachman of Dallas, officers and directors of the Standard Potash Company, upon whose holdings, comprising about 70 square miles in south Midland county, Texas, the test borings have been made.

The tests were made by core drills at an expense of \$100,000.

The history of the investigation is given by Douglass Hawley as follows:

"Dr. J. A. Udden, director of the Bureau of Economic Geology of the University of Texas, is one of the scientists who has held strongly to the belief that potash in commercial quantities was present in western Texas, and it is to him that Dr. Schoch gives credit for initiating the search which has resulted in the discovery announced.

"Dr. Udden was impressed by the similarity of formations in western Texas with those contiguous to the German potash deposits," Dr. Schoch says. "Indications here are of immense deposits of salt, the result of the evaporation of a prehistoric sea, cut off from the rest of the ocean, just as was the case in Germany. This Texas sea covered the larger part of the Pan Handle and what was formerly called the "Llano Estacado," or Staked Plain."

"In 1912, when Swensen & Sons undertook to drill a deep-water well near Spur, in Dickens county, Dr. Udden asked for permission to examine borings. These he studied with the greatest patience and thoroughness. He found small specks of rose-colored salts, which, when picked out, proved to be potash mineral. This confirmed Dr. Udden in the belief that potash in commercially valuable deposits must occur somewhere in the area covered by this sea."

"It is due to his scientific attitude and untiring activity that the work was then taken up systematically. The Bureau of Economic Geology of the University of Texas initiated the effort. Later, upon invitation of Dr. Udden, the United States Geological Survey joined forces and these two institutions have continued the search since with the utmost ability. Naturally, however, the larger part of the work has been done by the Federal agency, as university funds available for this purpose have been very small."

"In addition to Dr. Udden, the men who have worked so untiringly to the end of the accomplishment now announced include Dr. H. E. Sellards, associate director of the Bureau of Economic Geology, University of Texas, to whom the Standard Company makes acknowledgment for much valuable assistance; Dr. David White, chief geologist, United States Geological Survey; Dr. Otis Smith, director of the United States Geological Survey; Prof. George Steiger, chief chemist of the same bureau, and H. S. Gale and H. V. Hoots, geologists on the staff of the survey."

**New Printing Plant for Chattanooga.**

Chattanooga, Tenn.—Construction is progressing on a large printing plant here for the Purse Printing Company, in which the most modern equipment will be installed. The building, to occupy a site fronting 140 feet on Chestnut street and 100 feet on 5th street, has been designed by J. E. Sirrine & Co., engineers, Greenville, S. C. It will be of brick construction with limestone trim and equipped with large side windows of acetic glass and sawtooth roof. Oil-burning equipment will be installed in the furnace room and artificial humidity will be used for keeping paper in proper condition during processes of manufacture. Celotex insulation will be used for the roof to protect inside air from atmospheric conditions without. Ample lavatories and rest rooms will be provided.

The plant will be constructed under the supervision of Z. W. Wheland, vice-president of the Purse Printing Company.

**Norfolk-Portsmouth Booklet.**

The Norfolk-Portsmouth section of Virginia is described in an attractive illustrated booklet issued by the Chamber of Commerce. Opening with a brief historical sketch, the booklet outlines the material growth of the section and the reasons and advantages of its industrial development.

The industrial commission of the Norfolk-Portsmouth Chamber of Commerce, Norfolk, states it is prepared to furnish detailed information with reference to definite costs of labor, power, fuel, water and taxes, the availability of raw materials, the distribution of finished products, the availability of manufacturing sites and other fundamental factors relating to the proposed establishment of specific manufacturing enterprises in that community.

**Ouachita National Park.**

A prospectus of the proposed Ouachita National Park has been compiled and published by the Mena Chamber of Commerce, Mena, Ark. The proposed park will cover approximately 160,000 acres of beautiful mountain and valley lands in west central Arkansas among the Ouachita Mountains. Several pictures and a map are incorporated in the folder, which enumerates the endorsers of the plan.

**Houston to Vote on \$2,300,000 Bonds.**

Houston, Texas.—By action of City Council, an election will be held in this city on October 16 on bond issues aggregating \$2,300,000. Purposes for which the proposed bonds are intended include permanent roads to turning basin, \$1,500,000; MacGregor drive, \$300,000; permanent paving, \$250,000; gravel, \$150,000, and sanitary sewers, \$100,000.

# European Wages and American Industries.

By EDWIN C. ECKEL.

Number 5.

In the present article, which is the last of this series, it seems best to turn our attention again toward the foreign wage scale and to determine its relations to the factors which fix wages in general. And in doing this I will discuss the matter from my own economic viewpoint, which is politically heretical only because no paid politician, from ward heeler to Senator and beyond, dares to think or speak freely on any matter which has become a partisan "principle." We would rather accept the charge of being stupid than the chance of being called a "disloyal Republican" or an "unfaithful Democrat."

It is, for example, good popular practice to talk and write as if our present civilization, in western Europe and America, were the same, in its underlying philosophy and ideas, as the civilization of our fathers. There is no great harm done so long as no one attempts to put that into practice in his own country, in his own business, in his own life. Whenever some one does so attempt the incongruity between doctrine and present conditions becomes so evident that the attempt ends. The man dies, the business fails, the country is conquered or accepts meekly the status of "a little nation."

What has happened is that since around 1800 in England, and from around 1830 to 1850 in France, Germany and America, we have been developing a very material civilization based on the use and development of coal and iron ore and conditioned, as between one country and another, by the relative scarcity and cheapness of these two basal raw materials. I do not maintain that this Machine Civilization is the best of all possible civilizations; I do not even maintain that it is in harmony with our earlier religious or political ideals. But it is the civilization under which the Western world is now living, and it must be accepted, with all its faults and defects, as the expression of our present underlying philosophy of life. By consequence, all our economic discussion, whether of wages or tariffs or wars, is unsound and baseless unless it is founded on the matter of raw material supplies and their utilization.

## The Relation of Wages to Raw Material Supplies.

When a country is either absolutely or relatively poor in coal supplies, there will be certain marked effects upon its manufactures and its trade. First, since the iron and steel industry uses coal directly as fuel, the country poor in coal is likely to show a far lower rate of progress in these important staple industries than a country of equal population but well supplied with coal. And this effect is likely to be noticeable even if there are good supplies of iron ore available, and even if the steel industry is protected by tariffs. A tariff will develop an industry rapidly if there is anything to work on, but not otherwise.

So the coal-poor country is likely to develop manufactures and industries along other lines of less weighty products where fuel is of less importance in the total cost. And its industries, whatever their type, are less concentrated geographically than in countries where they tend to group around a coal field.

Further, there will be several reasons why the carrying trade of a coal-poor country will be restricted and its shipping limited. First, its exports being of goods of high unit value, will require less cargo space per million dollars than if they included coal, steel and heavy machinery. Second, the construction of ships will be dear, owing to the limited development of the steel industry. Finally, the operation of

ships will be too dear, owing to the cost of fuel, to be placed on a basis competitive with those of coal-rich nations.

Accepting these principles as being of broad general application, our present interest lies in the results which follow if we apply them to consideration of one particular problem—that of the low wage scale which has existed for a century past in west Europe, and particularly in France and Belgium. This must be considered, not as an isolated phenomenon but as against a background of greatly higher wages in other countries—Australia, America, Canada, England—of about the same standard of civilization and inhabited by races of about the same grade of intelligence and character. We have the fact that wages advanced, on the average, in all civilized countries during a century past; we have the other fact that, both at the outset and at the end of this general advance, Franco-Belgian wages were lower than those of the other great industrial countries of the world. It remains to determine an adequate reason for this difference.

If we limit attention to any one occupation or to any one country, it is possible that individual or local factors will interfere with the accuracy of the conclusions. But if we look at the matter more broadly, we see that the wage advance that has taken place during the last century or so is a phenomenon of very widespread type. It has taken place in practically all of the modern industrial countries, it has affected practically all occupations, and it has resulted not merely in an increase in the money wage per day, but in an increase in the real wage—the purchasing power of a day's labor. Add to this that the "day's labor" now is only from half to two-thirds as long on the average as it was a century ago, and we have a phenomenon which seems to have causes of very general nature. We cannot ascribe it entirely to the activities of a trades union in a particular trade or group of trades, for it has affected all classes of laborers, unionized and non-unionized, and in practically the same ratio. We cannot ascribe it entirely to particular Government policies, for it was as obvious in free-trade England as in protectionist Germany.

We will come nearer to the truth if we abandon attempts at finding special explanations and recall some facts in connection with the origin and nature of wages in general. Wages are paid to workmen, not for passing a certain amount of time in a given spot but for the useful and profitable work which they can accomplish in that time. If for any reason the net profit to the employer of a man's work per day diminishes, wages should be decreased; if for any reason that net profit is increased, wages can be raised. To some extent these changes in net profits are affected by the attitude of the laborer himself; if he slacks, the value of his work falls off and in course of time his wages will have to fall. If, on the other hand, he puts more intelligence or energy into his job, his wages can be increased proportionately.

But to a far larger extent the net profit of the day's work does not depend at all upon the laborer; it depends momentarily upon market conditions and upon the business skill or stupidity of his particular employer; it depends in far greater part upon the technical appliances and methods that are used in his plant and in the industry generally. Any great technical improvement in machinery or processes which increases the net profits per man employed leaves room for wage increases. And in this neither capitalist nor laborer have done much for the benefits they receive; they

are both parasites upon the intelligence of the engineer and the chemist.

#### The Century of Rising Wages.

Until near the end of the Eighteenth Century there had been little improvement in either agriculture or industry since Roman times; the yield of wheat per acre had changed little, if at all, and the crops were still gathered and marketed by hand and animal power. As for the manufacturing industries, there had been but little more progress than in agriculture. A ton of pig-iron was just about as expensive to make—figured in man's work per ton—as during the Crusades. Under these conditions wages could not be advanced seriously; they showed rather a tendency to decrease as population increased and pressed more hardly each century against the food supplies. Only wars and plagues gave a temporary rise in the wage scale.

But in the period which we have now entered all this has been changed. By the use of fertilizers, of farm machinery and of improved farming methods the yield of foodstuffs per acre has been increased very largely. By geographic discovery new farm lands have been found; through improvement in transport these new lands have been enabled to supply the world with more food per capita than it ever had in the good old days of our forefathers. This, in turn, has meant that agricultural wages could be increased. But it will be noted that all of the factors which made the improvement possible came from the outside; neither farmer nor agricultural laborer had anything to do with improving conditions.

In the industries all the necessary products—for clothing, housing, transport and work—are made with less labor hours per ton than in the Eighteenth Century. And in consequence it is possible to pay a man more for the time he spends in making these products, since the net value of his output per hour has increased. But here again we may note that the laborer and his employer have done little in the way of making this improvement possible. The gain has been accomplished thanks to the inventions that have been placed at their service.

If wage increase is made possible by increased output and increased profit, there are certain consequences that are not so immediately obvious, but of which we must take account when we compare labor conditions in different countries. If, for example, one country is more fortunate naturally than another in the way of having larger supplies of fresh agricultural land or more abundant and more cheaply worked coals, the output per laborer will naturally be higher in the first country than in the second. The immediate result will be that wages will be higher in the rich country; the long-range result will be, provided emigration and immigration are not restricted by either country, that there will be a flood of men leaving the poor country for the one of higher economic opportunity. The drift from eastern Europe to America is a case in point.

#### The Wage Scale of West Europe.

Among the great industrial countries wages have risen highest and fastest in those which are relatively rich in coal and wheat land. The relatively low pre-war wage scale of France was not due to protection, as some of her economists claimed, nor to private ownership, as her Socialists claimed. It was due almost entirely to the cold fact that pre-war France had far less coal than America, Germany or England, and to the further fact that this coal was more difficult to mine.

Elsewhere we have seen that in this vital basic industry, on which the whole of our modern industrialism rests, the French miner could get out far less coal per day than his American, English or German competitor. And since

he could mine less coal per day, he was paid less money per day. Further, beginning with a basic product used in all other industries, the net profit per day of French labor was necessarily less throughout the whole industrial structure than in the countries which were more plentifully supplied with coal.

The obvious remedy for a situation such as this, which arose from pure natural causes and therefore could not be remedied by legislation or strikes, was for the coal-poor country to abandon the heavy lines of industry, which need much fuel per ton of product, and concentrate upon lighter industries, where fuel is a less important item. That is exactly what occurred in France during the past century—a concentration on highly finished or otherwise specialized products.

From this point of view the really important results of the World War are that France has doubled her available coal reserve; that she has almost doubled her iron-ore supply, and that she has gained large deposits of potash salts and other mineral resources. We can fairly expect to see the development of new industries and ultimately better labor conditions as the natural results of these acquisitions. The development of new industries in France and Belgium and the great expansion of some of the older industries are already visibly in progress; the improvement in the wages and living conditions of the workmen are held back by the necessarily crushing Government taxation in both countries and by the weakness of the west European labor unions. For the moment France and Belgium have the rare combination of new opportunity with an old wage scale—and it is with this combination, and not with any future development of it, that we have now to compete in our American and Canadian industries.

#### The Relation of Tariffs to Raw Material Supplies.

It is difficult enough to take up any industrial question without laying one's self open to the accusation of having been influenced in its treatment by class or national prejudice. This is particularly the case with the question of protective tariffs, for in this country, in France and in England the struggle between free traders and protectionists has been carried on for so many years, and with such violence of statement and sureness as to conclusions, that any possible discussion of it will be open to criticism from the extremists on one side or the other.

The last few words of the preceding paragraph do, to my mind, lay bare the fundamental error which underlies most discussion of this question. It is that all politicians and most economists seem to believe that the choice between protection and free trade is one which must be made on *universal* grounds, so that the decision arrived at is one which is necessarily good for all nations at all times. And there is further the assumption that one of the two systems is always right and the other wicked. So that, having once decided the matter, it will be possible to say with certainty, according as one has chosen his side, "protection robs the poor through taxation," or "protection raises the scale of wages and the laborer's standard of living"; "free trade is the natural and just condition of society," or "free trade makes us slaves to foreign gold." (These quotations may sound absurd, but they may be matched in any contemporary discussion.) Finally, it is currently assumed that one of the two systems must be exclusively and universally right and the other wrong, so that what is true of the United States must necessarily be true of Paraguay, and that what was true in 1700 must be equally true today.

Now, as opposed to these views, it will be well to state briefly the fundamental assumptions which underlie my own treatment of the subject. They are, first, that the

choice between protection and free trade is not an ethical question in any sense of that term, but purely an industrial, economic and military problem, so that there is nothing intrinsically *morally* right or *morally* wrong about following one system in preference to the other. Second, that the choice between the two systems is not to be made on grounds of universal application, but that it will vary according to the industrial status of the country immediately in question, so that a conclusion which is perfectly sound for a given country at a given date may not be sound as applied to another country at the same time, or even to the same country at a different period of its development. Third, that in the present state of our civilization the single factor which is of most direct importance in determining the proper tariff policy for any given country is its coal supply.

The necessity for treating each case separately has been insisted on, and the impossibility of formulating general rules is therefore obvious. All that we can do in that way is to make some very general statements, subject in each case to correction according to local conditions at the time. We can say, for example, that a purely agricultural community, lacking any serious coal resources, will ordinarily do better under free trade; that a nation with abundant fuel supplies may best develop the general prosperity of its citizens by a protective policy, and that perhaps a nation whose manufactures are developed to the maximum possible with regard to coal reserves, so that exhaustion of those supplies is impending, might again profitably revert to free trade.

In order to give point and concreteness to these generalizations we may apply them to some actual instances of national conditions. For example, we could fairly place Argentina, with great agricultural resources but with little hope of developing more than trifling coal or oil supplies, in the first class, as a nation to which a general protective tariff on machine-made articles would certainly do more harm than good. In the second class, as nations possessing ample coal reserves and needing intensive manufacturing development, we might place Germany during the past 40 years, Canada, Australia and the United States of the present day, and the China which will some day arise to compete with the Western nations. As for the third class, Great Britain is the outstanding example of a nation where the specter of coal exhaustion suggests a free-trade policy.

But, again, if we pursue the question still further, in an investigation of its relations to definite separate industries, we see that the preceding statements or suggestions are still too general, and that they would require modification in order to be applicable to a given case. This arises from the fact, which happens commonly enough, that in any given country industrial progress does not proceed at the same pace throughout all its industries, but that some industry or group of industries outstrips the others in the stage of development attained. Such more advanced industries might advisably be subjected to open foreign competition, even while other less highly developed lines of manufacture were still kept on a protective basis.

#### Tariffs and Price Control.

There are obvious objections to placing a tariff on a commodity and then permitting one company or group to form an American monopoly in that commodity. The tendency is naturally, in such a case, for the American price to be simply the European price plus the tariff, plus a large part of the freight, if it be a heavy or bulky commodity. This has actually happened in the past in some instances, and until manufacturers become more purely altruistic it is likely to happen again. At the time when a recent administration decided that some "trusts" were erring, but should be for-

given, while others were inherently evil and should be prosecuted, there was occasion to compare the American and foreign prices of steel and certain monopolized metals over a long series of years. The results were interesting and may be commended to the attention of the reader in the present connection.

In most cases, however, a protected industry does not take all the possible tariff into its domestic price scale. This, it must be admitted, is generally because it cannot do so successfully for very long. Save under very exceptional circumstances—such as complete control of basic patents, monopoly of raw material supply, etc.—there is bound to spring up sooner or later enough domestic competition to take away part or all of the tariff advantage. This has happened in all branches of the American steel industry, for example, where our domestic development has been so great that the existence of a tariff during ordinary years does not have any serious effect on domestic prices.

#### Tariffs and War Supplies.

There are also, it must be realized, certain cases where the tariff question is not primarily economic, but military. That is to say, there are some products of such great importance in war time that it may pay to make some economic sacrifice in order to develop a domestic supply in time of peace.

For examples of this type of product it will be well to turn to the chemical industries, where tariff discussion has been less public and bitter. At the outbreak of the war we were almost entirely dependent on Germany for our supply of potash salts. These were important factors in the manufacture of explosives, of fertilizers and of cyanide. Our food supply, our military supplies and our gold supply were, therefore, all more or less seriously affected by the cutting off of the German potash shipments, and it became a matter of interest to find other sources of supply. Now it had always been possible to make potash from purely American raw materials, but the product so made would have shown little profit during normal years and no profit at all whenever the Germans decided to kill the American industry by dumping. During the war, of course, there was money in making American potash, as well as general public necessity for so doing, and the American industry made a fair start. After the war it is again impossible to continue it in the face of French and German competition.

Our nitrate supply is another instance of much the same condition. In this case our normal commercial supply of nitrate is obtained from Chile, where it is very abundant and cheap. But this supply must be shipped to us along a long stretch of open, practically harborless coast. In case of war with a Power having a strong fleet in the Pacific—either surface or submarine—our supply of nitrate would be undoubtedly cut off very promptly and completely. The nitrate normally carried in storage here would keep our powder works running for a few weeks of real war. After that we would have to turn to electric production of nitrate salts from the air and to coke-oven nitrates. Now, the production of atmospheric nitrogen is also a marginal industry, which under normal conditions is not commercially competitive with the natural nitrate supply.

In the instances above noted, as also in the case of a few metals—tin, vanadium, nickel, etc.—which play important parts in munitions manufacture, all or practically all of our supply (either of ore or of metal) is imported, and therefore subject to possible interruption in war time. In all of these instances an American-based industry could be developed, but only at a price prohibitive under peace conditions. In each case there is the possibility that future military necessities may require the development of a purely American supply; in each case there is the certainty that the industry so developed could never, in peace time, furnish any large

fraction of the American demand at a reasonable price. In such instances of limited but important industries it would seem more reasonable to adopt a more direct encouragement by bounties than by the use of high duties.

With regard to another group of industries, however, the case is different. The manufacture of coal-tar products, for example, should require only a relatively short-lived protective tariff to become naturalized in this country so firmly as to be able to meet foreign competition without continuing such aid. The United States has cheaper and better coal than Germany or England, and in the long run, after the initial difficulties are cleared up, that is what will fix the relative competitive status of the different countries. Here, then, is a case where a purely protective tariff might wisely be adopted, to be continued only until the industries are firmly established.

As contrasted with these instances where there seems to be some real reason—military or economic—for protective tariffs, we have some other cases, as, for example, in our occasional tariffs on iron ore and coal, where it would be difficult to find any reasonable excuse. Finally, we have a large number of thoroughly well-established industries which, having once acquired protective tariffs in order to encourage their early development, still continue to ask for them as a matter of habit.

To sum up the matter, then, we may conclude that in the existing state of world affairs, tariffs are still necessary to develop certain American industries and to protect others; that in some other lines they are no longer necessary for development purposes, and that in still other lines—luxury articles, for example—the forced development of an industry would be of neither economic nor military value to the United States. The whole question, therefore, cannot be treated as a unit and dismissed with the curt decision that tariffs are beneficent or that they are wicked.

#### A Live Economic Issue.

The matter, after a long period of quiescence, again becomes a live economic issue in this country with the advent of the new or post-war competition from western Europe. The material bases of that competition have been discussed with some completeness in earlier articles of this series, and it has been shown that for the moment we are confronted by the unusual combination of adequate coal and ore supplies, plus abnormally cheap labor, plus overpowering fiscal necessities of the foreign Governments concerned, aided by abnormally low ocean freight rates. The last item will probably correct itself in a decade, or perhaps less; the wage scale abroad will rise slowly as foreign industry takes a greater share of the world's markets; the taxation requirements of France and Belgium will increase rather than decrease for the next 60 years or so, and the coal and iron-ore fields are still several centuries away from the exhaustion point. With these four facts as bases each reader may form his own conclusions as to the proper policy to pursue, both in regard to his own individual business and in regard to broader national questions.

END.

#### Proposal in Chattanooga for \$5,000,000 Cement Plant.

Recent press reports indicate that a movement has been started in Chattanooga, Tenn., for the organization of a \$5,000,000 cement company in that city. The Edward Phillips Developing Company of Chattanooga has been asked to become interested in the new organization, with which local and out-of-town people will be identified. The Edward Phillips Developing Company wire the MANUFACTURERS RECORD that complete data will be supplied when plans are completed.

#### Further Support for Macon's Bid for 1927 Convention of National Association of Manufacturers.

[Telegram to Manufacturers Record.]

Cairo, Ga., September 24.

All southwest Georgia, and especially Cairo, earnestly urge that National Association of Manufacturers accept invitation of Macon for next annual convention.

CAIRO CHAMBER OF COMMERCE,  
J. M. HUGHES, Secretary.

#### Porto Rican Laborers for Cotton Fields.

Galveston, Texas, September 25—[Special.]—Importation a few days ago by the Arizona Cotton Growers' Association of 500 Porto Rican laborers through Galveston may mark the beginning of a labor movement from those islands into the Southwest as a possible means of relieving the existing shortage of cotton pickers, it is believed by immigration authorities here. The fact that Porto Rico is American territory makes possible the bringing in of these laborers without payment of head tax or other restrictions now imposed against Mexican laborers. The first shipment of these workers will be used in picking cotton in the Salt River Valley of Arizona. Many thousands of Porto Ricans have been taken to the Hawaiian Islands from time to time to work on the sugar-cane and pineapple plantations, and are said to give satisfactory service. The demand for cotton pickers in Texas at this time far exceeds the supply. Labor employment agencies claim that as many as 50,000 pickers could be used to good advantage in the parts of the state where the cotton crop is now ready for the harvest.

#### Virginia Beach Enthusiastically Favoring the Building of a Boardwalk.

Virginia Beach, Va., September 21.

*Editor Manufacturers Record:*

The matter of constructing a walkway on the ocean front at Virginia Beach has not yet taken definite or final form as to financing and no bids have been asked on construction. A committee of the Virginia Beach Real Estate Board, of which the writer is chairman, has given this project continuous study for the past three months, and our conclusions were submitted to a citizens' meeting on September 14. This meeting, composed of some 200 leading citizens, unanimously endorsed the movement and appointed a committee of nine to study the report made by the committee of the Real Estate Board and to report back to another mass-meeting to be held on September 24. The citizens' committee has had several meetings and have prepared a report unanimously endorsing the movement and recommending a definite and feasible plan of financing.

The proposed walkway will be approximately 11,000 feet, extending from the north side of 5th street to the south side of 35th street. The committee's recommendation will be for a cantilever type reinforced concrete seawall surmounted by a 30-foot 6-inch reinforced concrete walkway, with ornamental balustrade and standards for lights at proper intervals. Twenty-eight flights of reinforced concrete steps, with galvanized-iron hand rails leading down to the beach, will be placed at intervals of 325 feet, so there will be easy access to the beach for surf bathing. The committee has had as its advisor G. Hubbard Massey, consulting engineer, of Norfolk. Careful estimates place the total cost of this project at \$280,000, and various engineers and contractors consulted agree that these are outside figures.

D. B. RYLAND.

# Spain's Withdrawal From the League of Nations and the Reasons Therefor.

By COURTENAY DE KALB.

Madrid, September 11.

Spain once more occupies a position of dignity before the world. She has declined to recognize, in national spiritual values, a distinction because of mere size and numbers. The smaller nations have long been criticising the League of Nations as a body created for the benefit of the powerful, in which class rule destroyed the principles of democracy. It has proved to be an oligarchy, in which the lesser national entities enjoy only the privileges that their bigger brothers chose to accord them.

An insulted Castilian is courteous to the last. Spain has retired from the League of Nations with the grace of a true hidalgo. First, she instructed her representative at Geneva to cease participation in the sessions of the Council. There was no explanation. All the world knew what was the matter. What need of further words? Chamberlain and Briand had transmitted in honeyed phrase the decision not to allow Spain a permanent seat on Council. All the world knew that Germany had demanded that she alone, on entering the League, should share that privilege along with the oligarchic group. France could not act without the co-operation of England, and it was plain that Germany was in the ascendant.

The League met; the German delegates took their seats in the Assembly and the decision of the Council as to membership was ratified. Not until this official imprimatur had been given did Spain speak through her able President, Primo de Rivera. The note is published this morning. Seldom does one see a more masterly diplomatic statement. It is an historic document worthy of careful study. Spain now enters upon the period of two years established for withdrawal. She is not brusque; she does not relinquish any rights or privileges that may accrue to her during that period. "Spain is convinced that her decision does not compromise any essential interest or principle of the League of Nations, whose prosperity is fervently desired by Spain, by her King and by her Government." She expresses gratitude to all the nations in the League for their courtesies and co-operation in the past. "On separating herself from the League of Nations under the obligation of (national) duty Spain desires that her final step shall be one that shall fulfil the purposes of the high ends of peace, for which the League was instituted and in whose service our country has labored so efficaciously up to this time."

The document, courteous and uncritical as it is, does not omit to point delicately to the crux of the difficulty. It affirms that Spain felt it necessary to wait until the Assembly had acted upon the admission of Germany, "an event that Spain hopes may be fortunate for the League of Nations" (*hecho que España anhela sea venturoso para la Sociedad de Naciones*). One needs to understand the Spanish character to sense the cool reserve in that expression—what a Spaniard believes he utters fervently. If Spain had meant that the entry of Germany into the League would prove or might prove advantageous, she would have said it with the embellishment of enthusiastic adjectives. Spain has announced, on the contrary, that she has doubts; and the blame for her withdrawal is thus deftly but courteously put upon the new member of the League. It is noteworthy that the idle talk about pro-Germanism in Spain is thus again given the lie.

If there is any outstanding quality in Gen. Primo de Rivera that admits of no question, it is that he is first, foremost and always pro-Spanish. He is a patriot, and it is so evident

that his patriotism lifts him above selfish considerations that he holds the good-will and trust of his people. After the depressions of so many decades, when Spain, by the confession even of her foremost writers, has been in decadence, the manly attitude of her President has revived a feeling of confidence, and Spanish pride responds to the stimulus of success in Morocco and of a dignified assertion of the national honor when impugned at the demand of one nation by the Assembly of the League.

Spain was thrilled when Primo de Rivera dared to demand control, for administrative purposes, over Tangier. Her people had not been accustomed in recent decades to such insistence upon international regard for their rights. The foreign policy of the President is giving back to the country that spinal column which a little over three years ago José Ortega y Grasset declared it had lost. Following his book ("Spineless Spain") came the coup d' etat, on September 13, 1923, which seemingly marks the beginning of a new epoch in Spanish affairs, a turning away from the impotence of the past.

The other day an incident occurred that demonstrates how squarely the Spanish face has been set toward the new dawn. Jealousies between different branches of the Army produced a monetary crisis—Gen. Primo de Rivera belongs to the infantry. The artillery felt piqued that political power lay in another arm of service, and dissensions have caused trouble for many months. A plot was developed looking toward a revolution. In order to cope with it a "state of war" was proclaimed, and the King drove from San Sebastian to Madrid in his automobile from 1.30 to 9 A. M., a distance of about 375 miles. Nowhere were troops of the Government in evidence, except at two or three places. During the excitement I took a long journey across country, through ten leading cities, and the world was going about its affairs just the same as if there had been no proclamation of martial law. It was an episode of three days, and now good people are besieging the President to deal gently with the recalcitrants. Probably he will. Hitherto he has been mild and lenient to a degree that seems almost inconsistent with a vigorous administration. Nevertheless, his Government seems stronger today than ever.

Ten days ago a new step was taken in preparation for eventual return to a Constitutional basis. An "election" was ordered to constitute a parliament. Frankly, it will be a strictly partisan parliament, made up of adherents to the new régime, under the Union Patriótica, as it is called. Nevertheless, the new body will represent every part of the country, and in that fact alone lies certainty of variety of opinion. It is to perform legislative functions, and no legislative body is ever the mere tool of a leader, even of a dictator. Absolutism shrinks from parliaments. It means the return of Constitutional power to a body of citizens so large that no one could longer claim that a dictatorship existed. This method of working back safely to a representative form of government is original and interesting. A sudden return of the old privileges could easily provoke the former impotency of the Cortes, under the groups of political leaders and bosses who brought Spain so near to the brink of ruin.

It is interesting at this moment, when Germany is coming into a position directly to influence European politics, threatening to set aside the Treaty of Versailles and to operate with a free hand, to observe that her reception into the League causes the instant retirement of a Mediterranean

power and that Spain has received the cordial support in her foreign policy of Italy's forceful Premier, who recently has been hurling anathema at the Reich; and that France and Spain are in harmony over the Moroccan question, with a large element in England approving. Spain seems to be the center of a new political movement, which is Mediterranean and out of sympathy with all Baltic political projects and aspirations.

### We Owe Mr. Ruprecht an Apology—It Is Hereby Extended.

Orlando, Fla., September 22.

*Editor Manufacturers Record:*

The marked copy of the MANUFACTURERS RECORD received, and the writer should be gratified that you devoted so much space to the discussion of his letter of August regarding the foreign debt.

Could you have read the Literary Digest you would have found that a great many people are opposed to the cancellation of the foreign debt, also that the press in general is with them and that the millions you mention are the millions of money controlled by those who have investments in securities bought at vanishing prices, loans made at high rates of interest and concessions that cost them little or nothing. These are the millions clamoring for cancellation, so that they can realize on their ventures.

My charge that you were unfair in your comments of letters antagonistic to your stand in this matter is confirmed by the last statement you make in your reply:

"We wonder what is Mr. Ruprecht's nationality and whether that affects his views against this paper."

Among the thousands of names of the heroes of the great war you will find none brighter than those of the German-Americans, who gave their all to the cause and showed their patriotism in many ways not required of those of other than German ancestry.

If my thoughts were for Germany's well-being I should favor cancellation of the debt, as this would relieve her of the pressure placed on her by the other countries.

For the relief of your wonder as to my nationality I will say that my father was a German, who lived eighty of his years in the United States and gave his services to his adopted country during the Rebellion. My mother was a "Down-East Yankee" of an ancestry that went back to the Mayflower, and I, their son, did my bit during the Spanish-American war and the great war.

We all bought Liberty bonds until it hurt, ate war bread and did the many other things necessary to the time, as well and with as much willingness as anyone bearing the name of Edmonds or Gould. Why put a slur on a name as good as these, even if a German one?

If you are half as fair as you admit, you will publish this reply.

C. C. RUPRECHT.

### Possible Cotton Crop 15,810,000 Bales.

A cotton crop of 15,810,000 bales is indicated by the 59.6 per cent condition of the crop on September 16, as reported by the Department of Agriculture on September 23. This is an increase of 644,000 bales over the September 1 forecast by the department. Final ginning figures for the season of 1925 were 16,104,000 bales and the production of 1924 was 13,627,936 bales, and 10,139,671 bales in 1923.

Preliminary estimates of the cotton area harvested indicate that 47,207,000 acres will be picked, or more than 1,000,000 acres in excess of the record acreage picked in 1925. In 1924 the acreage harvested was 41,360,000, and 37,123,000 acres in 1923.

### Contract for \$5,000,000 Enlargement of Power Plant at Norfolk—Will Increase Generating Capacity of Station to 100,000 Horsepower.

Contract has been awarded to Stone & Webster, Inc., Boston, for the enlargement of the generating and distributing system at Norfolk, Va., for the Virginia Electric and Power Company of Richmond, one of the largest subsidiaries of the Engineers Public Service Company of New York. Discussing details of the proposed enlargements, which have been estimated to cost \$5,000,000, H. A. Lemmon of the personnel department of Stone & Webster, Inc., advises the MANUFACTURERS RECORD that the work will include the installation of one 30,000-kilowatt turbo-generator, three 1700-horsepower boilers and forced draft underfeed stokers, together with coal-handling equipment and necessary auxiliaries.

The boilers will be designed for a working pressure of 450 pounds per square inch, with a total temperature of 725 degrees Fahrenheit. Generating voltage will be 11,000 volts, 60-cycle, 3-phase, with a 250-volt excitation. The turbine room of the present plant will be extended to accommodate the new unit and the boiler room will be enlarged for four boilers. The switch house will be extended by the construction of a new bay north of the present building, all construction to be of brick and steel, with reinforced concrete floors and roofs. Six miles of transmission line to Gilmerton will also be installed for two 33-kv., 3-phase transmission circuits, to consist of both submarine cable and overhead line.

The enlarged power supply is intended to take care of a growing industrial demand in the Norfolk-Portsmouth district for some time to come. Work on the improvements will be started immediately. As outlined in the MANUFACTURERS RECORD of September 23, the completion of the proposed enlargement will increase the capacity of the Norfolk plant to approximately 100,000 horsepower, making it the largest electric-generating station in Virginia, it is said. The entire Virginia Electric and Power Company generating system will then total nearly 200,000 horsepower.

### Plan Year-Round Resort in Shenandoah Valley—New Company Incorporates With \$1,500,000 Capital Stock.

New Market, Va.—Interests identified with Roland G. Hill of this city plan to develop a year-round resort on a tract of 600 acres, which they have acquired in the Shenandoah Valley on the southern edge of New Market. The property is bounded by the Valley pike on the west and the Lee highway on the north.

Shenandoah Valley Estates, Inc., with an authorized capital stock of \$1,500,000, has been chartered to build the proposed resort, the important features of which will be a 200-room hotel, lake and 18-hole golf course. The company is conferring with architects relative to plans for the hotel, which will be called the Royal Shenandoah, and is working out details for the creation of Lake Shenandoah by damming Smith's Creek.

### New Development Near Charleston.

Charleston, S. C.—A new development near this city, to be known as the "Crescent," has been undertaken by the Wappo Realty Company, Charleston, in which C. S. Dwight is interested. Facilities to be provided will involve the construction of streets, installation of water mains and extension of electric service. Individual sewage-disposal plants will be used. Olmstead Brothers of Brookline, Mass., are the landscape architects.

# An Analysis of the Coal Situation in Great Britain.

By HERBERT W. WAGNER, 73 Cathedral road, Cardiff, South Wales.

[Mr. Wagner was formerly a prominent Baltimore business man, but for nearly six years he has been engaged in business in Wales. His letter is in reply to a request from the Manufacturers Record for his views on the coal strike in Great Britain.—Editor Manufacturers Record.]

The state of affairs in the coal-mining industry of Great Britain and the events leading up to this state are, no doubt, somewhat obscure to people not living in the British Isles; so it will probably be best for complete understanding of the problem if these events are recalled:

The agreement between the coal owners and the miners, made a few years ago, came to an end in July, 1925. The owners stated that it was impossible for them to increase the miners' wages or even to keep them at the existing rate. The Government, after some hesitation, decided to grant a subsidy to the mining industry for nine months, during which time a Royal Commission would investigate the whole situation and make recommendations for the reorganization of the industry.

This subsidy was accepted and cost the taxpayers £23,000,000 for the nine months from August, 1925, to May, 1926. The Royal Commission was appointed and duly investigated the case. At the same time, A. J. Cook, secretary of the Miners' Federation, was making inflammatory speeches, in which he promised the Government, the coal owners and the country in general a somewhat unpleasant time, the date of the promised catastrophe to be the first day of May, 1926. Exactly what was to happen Mr. Cook did not say. He simply promised everyone that he and his friends had prepared for May 1 and that a great event was to take place at that time.

The Royal Commission finally finished its inquiries and made its report to the Government. Mr. Baldwin, the Prime Minister, called the coal owners and the miners' representatives together and gave them the recommendations of the commission. Neither side was pleased with the report, as its acceptance would have meant sacrifices on both sides. The Commission said that the industry should be reorganized from top to bottom, the miners would have to accept longer hours or less pay, or perhaps both in some districts. The two parties to the dispute argued futilely for a time, but no agreement was reached. The Government could not force an agreement; it could only recommend. Then came the first of May of this year.

The miners ceased work. That they would had been a foregone conclusion. But then came Mr. Cook's surprise. The Trades Union Congress, the controlling union body in Great Britain, called a general strike—every workman, both skilled and unskilled, in the country was ordered to cease work. The unpleasant time promised by the Reds had begun.

The general strike is too recent not to be fresh in the minds of all. Therefore, it is sufficient to say that the Government had been fully alive to the situation during the previous nine months and had made all its plans. Essential services were continued, electric power and gas were available practically everywhere, trams and buses were run after the first day or two, numerous goods and passenger trains were operated, newspapers were published, food in plenty was to be had, all accomplished by volunteers.

After ten days the Trades Union Congress saw its folly. They had prepared their revolution, but the Government was too strong and the public was behind the Government. On Wednesday, May 12, the Trades Union Council went to Mr. Baldwin and told him that they would give in. Work could

start in all industries, except that of the miners, as soon as possible. Thus did the honest and responsible labor leaders abandon Mr. Cook and his Red doctrines and leave him to fight alone.

Mr. Cook claims that the miners cannot work more than seven hours a day. These seven hours are counted from the time a miner goes down the pit until the time when he returns to the surface. In a great many of the English and Welsh mines the coal face is a long distance from the shaft, due to the fact that these mines are fairly old and the coal near the shaft has been worked out. Therefore, in some cases, nearly an hour has elapsed before the miner reaches the point at which he is to work. Another hour is required for him to return to the surface, and allowing, say, only 15 minutes for food during his period underground, his actual working time in the pit is about five hours. Surely the average healthy man is fully capable of working more than five hours out of 24. At least in every other industry eight hours is not considered an unduly long working day.

It is interesting to note with regard to working hours that although the miner considers a minute over seven hours to be impossible when he is working for the owners, hundreds of the men on strike have been openly stealing outcrop coal and putting in from 10 to 12 hours per day at this task, which is more arduous and dangerous than their regular employment in the mines. Not a penny are the men paying to the owners for the coal they take and a number have said that they will never go back to the mines as long as they can earn from £15 to £20 per week (as many of them are doing today) in working the outcrop.

This outcrop working has not been stopped, as it would require several regiments of soldiers to do so, and the British Government is careful never to employ troops in civil disputes if it can be avoided.

The old British miner before the war spent eight hours a day in the pit and over six of these were employed actually at the coal face. He was the good old type of British workman, led by reasonable trades-union officials, who, although they were out to get as much as possible, realized that an industry cannot pay more in wages than a certain definite proportion of the selling price of its commodity.

In 1912 Mr. Cook came into evidence when he issued a booklet advocating, not strikes but "passive resistance." He appealed to the miners to reduce their output as much as possible, so that the mines would become unprofitable to the owners, thereby necessitating either the nationalization of the mines or the taking over of the industry by the colliers themselves. He also intimated that he did not consider it necessary for the owners to be compensated for the loss of their property.

Then came the war. The old-time miners quickly joined up in large numbers and formed some of the best and most gallant sapper battalions in the British Army. Their places were taken by younger men, who, when conscription came, were exempted. They had managed to get themselves into an essential industry. Mr. Cook and his followers found a more fertile field in which to sow their seeds of class warfare and socialistic doctrines in the minds of these conscription dodgers than when the old colliers were in the pits. In proof of this, witness the strike of the miners in 1917, when their country was fighting desperately in France, in the East, all over the world, to hold back the Boche.

When the war ended the soldier-miners returned, the few

who were left, but they found their places filled by the men who had remained comfortably at home earning large sums, while the older men were risking their lives in defense of their country for a shilling a day. These stay-at-homes remained in the pits, the ex-soldiers joined the ranks of the unemployed and Mr. Cook continued his socialistic propaganda.

The young colliers followed Cook's teachings. Output was reduced until at the present day a British miner produces about half the quantity of coal per year that was turned out before the war. Modern equipment has been introduced, after great opposition by the unions, new shafts have been sunk in a number of places, but the industry has gone from bad to worse. In fact, approximately 40 per cent of the coal produced in the British Isles for the year previous to the subsidy was produced at a loss. Obviously no industry could continue under those conditions.

The owners plainly stated these facts, but the unions refused to recognize them. The miners' leaders produced their slogan (which they have only abandoned during the past week), "Not a penny off the pay, not a minute on the day." Mr. Cook, when told about 300,000 miners would be thrown out of employment by pits being forced to close down if his slogan won, replied:

"Oh, they will have to go on the dole or emigrate."

That is the type of man who is leading the miners today.

The Miners' Federation has consistently refused to negotiate with the owners or the Government, for there was really no basis for negotiation. When one side simply stands firm and states that it will give nothing away, there can be no useful outcome to conferences.

To enable the miners to remain on strike Soviet Russia sent several hundreds of thousands of pounds to the Miners' Federation, claiming that this money had been collected from the Russian colliers. That this was the case is doubtful, for a Russian miner receives about £3 10/ per month from his employers, the Russian Government. It is not likely, therefore, that very much of this money came from the workers themselves, but most probably from the Russian fund for fostering revolution in other countries.

When the Soviet could no longer send funds the Miners' Federation, with the help of the British Socialist party, sent a delegation to the United States to collect money there. At the time of their departure from England Mr. Baldwin stated to the American press that so far as money was needed for relieving distress among the miners' families, the State was supplying everything required. This statement by the Prime Minister was branded as an untruth by the Socialists, but anyone living in Britain knows full well that no one in this country is allowed to starve. In fact, one large coal owner has invited Mr. Ramsey MacDonald to give him one single case of legitimate distress among the miners. That was about a month ago. Mr. MacDonald has still to reply.

In every mining village the children have been and are being fed at their schools by the State; so well fed that their teachers complain that the pupils go to sleep in the afternoon after their heavy lunch. The miners' wives are supplied with vouchers whereby they may purchase necessities at the village shops. The miners themselves have not been given any money in the way of doles or otherwise by the State, but they have all been supplied with food through their families.

With regard to actual cash to spend on sports and pleasures, the colliers seem to be well supplied. All the popular seaside resorts reported that during the August Bank Holiday they were crowded out by miners and their families. In fact, at one point on the road to Barry, a pleasure resort near Cardiff, no fewer than 84 motor coaches loaded with miners from the Rhondda Valley passed on the Saturday previous to August 2, the Bank Holiday. As these motor trips cost about five shillings per person, it does not seem

that the colliers are in such dire straits as they would like the public to believe.

The manager of a chain of variety theaters and cinemas throughout the country reports that since the beginning of the coal stoppage his receipts have increased amazingly, especially in the colliery districts. The public houses do not lack for patrons nor have the crowds at the football matches in Wales diminished.

With all these evidences of money it does not seem that the miners are destitute nor that they need the Americans, the French or even their own people to contribute toward maintaining them in idleness. Every penny given to the miners' fund which is not spent on expenses and salaries will go toward providing the colliers with amusement and ruining Britain.

During the last few weeks about 35,000 miners have returned to work in defiance of their leaders' orders. They have gone back on a number of different terms, all depending upon the individual company's abilities to raise coal profitably. The hours of work range from seven to eight and the wages from their old pre-strike basis to a little less for the higher paid men and the same rate for the lower paid grades. And when it is considered that Mr. Cook himself acknowledged that some of the piece workers can earn from £5 to £13 per week and that the lowest paid surface worker earns several shillings more a week than the highest paid laborer in the tinplate trade and several other industries in this country, it is not surprising that the men themselves have at last seen light and are returning to their pits.

In conclusion, I ask the American people to realize when they hear of what they think to be the low rate of pay of colliers in Britain that all wages, salaries and the cost of living is much lower in England than in the United States.

## Ten Banks Which Closed in Florida Are Now Open.

Ten banks in Florida, which have been temporarily closed for several weeks, have been reorganized and reopened for business, according to a press report from Jacksonville, quoting W. O. Boozer, secretary-treasurer of the Florida Bankers Association. The list includes the banks previously mentioned in the columns of the MANUFACTURERS RECORD within the last three or four weeks as being about to resume.

H. W. Dexter of West Palm Beach, Fla., writes to the MANUFACTURERS RECORD of the success attending the efforts being made by a committee to make a solution of the affairs of the Commercial Bank and Trust Company, a state bank, which, Mr. Dexter says, had at the time it closed \$1,191,000 of deposits belonging to the state, the county, the city and its citizens. An executive committee having been appointed, its chairman was able to secure from local banks assurances of hearty and cordial support of any plan which met the approval of Comptroller Amos, who, however, had already approved the plan. Consequently, depositors, bankers and other citizens are co-operating in the move to rehabilitate the institution, which, it appears, will be immediately successful. Attached to Mr. Dexter's communication were letters from the following financial institutions in West Palm Beach, all of them expressive of sympathy with the movement and a desire to co-operate for its success: Farmers Bank and Trust Company, Citizens Bank, First American Bank and Trust Company, Central Farmers Trust Company, Northwood Bank and Trust Company, National Bank of West Palm Beach, Morris Plan Company of West Palm Beach and Palm Beaches Clearing-House Association.

A press report from West Palm Beach says it is expected to reopen the Commercial Bank and Trust Company on November 1 with a new charter and a new name.

# “Installment Buying Reduces the Army of Those Who Have Not and Adds Them to the Army of Those Who Have.”

AN ECONOMIST OF WIDE RENOWN CLAIMS THAT THRIFT AND PROSPERITY ARE DEVELOPED BY INSTALLMENT BUYING.

[The writer of the following article, Guy M. Walker, is a widely known attorney who for many years has given close study to economic questions in this country and in other parts of the world. His views as expressed in public addresses before universities and in print, so far as we have been able to study for many years, are always safe, sane and sound. His presentation of how thrift is created by installment buying, first of homes and then of furniture and now of automobiles, is an illuminating discussion of a vitally important subject. “Installment buying,” says Mr. Walker in a closing sentence, “reduces the army of those who have not and adds them to the army of those who have.”—Editor Manufacturers Record.]

Guy M. Walker & Co.,  
New York City, September 15.

*Editor Manufacturers Record:*

With all the discussion that has been in the papers about installment buying or installment selling and the evils connected with this practice, it seems strange that no economist has attempted to dissect the practice and show its true character.

For a long time I have given the subject considerable thought and studied it carefully, but have not felt particularly moved to write anything on the subject until I saw in Sunday's papers a statement given to the public by that pseudoeconomist, Roger Babson, in which he declared that: “A distinct recession in business, possibly a panic, would occur within two or three years, and that it would be the result of overextension in the installment business, which today is eating into the vitals of business like a cancer.”

The ignorance displayed by Babson and the folly of his statement has at last moved me to the extent of writing this letter to you.

There is only one method of wealth creation, and that is by producing more than we consume. The first man who ever saved, of course, was compelled to do so by exercising self-restraint and not consuming everything that he produced. For long ages this was the only method that man had devised, and so thrift was preached not only in our time but by the ancients as far back as we have any records.

In order to buy a home it was necessary to produce more than one consumed and to save the surplus until he had the price of a home; then he bought the best home that he could find with the sum he had saved. But it was found by long practice that the degree of self-restraint that was necessary to save the price of a home before you bought it was more than most men had, and so the acquisition of homes did not increase very rapidly. Then was devised the purchase of homes on the installment plan. Even the ancients knew how to sell a house with the payment of one-third down and the balance in two annual payments secured by mortgage. It was not until comparatively recent times that the building and loan associations were devised whereby a home could be acquired with a small payment down and the purchaser could move in at once, enjoying the possession of a home while paying for it. It was, of course, well recognized that the price of a house sold under these conditions would have to be higher than it would be if the purchaser were able to pay all cash because, if he paid all cash he bought and moved into a brand-new home, while if he bought it through the building and loan association plan it would be six to ten years old before it was paid for. So the price of a home sold under the building and loan association plan had to include

the price of a brand-new home plus the depreciation that occurred by reason of it being occupied during the time it was being paid for.

This later method was recognized as a more expensive way of wealth creation than the first, but by offering the benefits of occupation of a home of your own during the process of buying induced so many more men to undertake self-denial and saving that expensive as the method was it still resulted in an enormous increase in the aggregate wealth of the communities where the practice prevailed. Wherever building and loan associations prospered the cities grew enormously, home owners multiplied, saving and thrift prevailed, wealth increased, and with the ownership of homes there grew an enormous increase in the business of furnishing homes, and with the increase in the furnishing of homes there grew up the same method.

In the days when most men were tenants there were many that hardly owned a bed, a table or a chair of their own, but with the owners of homes becoming so numerous it would, of course, have been a ridiculous thing for people who owned homes not to own the furniture in them. But in many instances the effort to own the home made it difficult to properly furnish them if that furnishing had to be paid for cash in advance, and so the suitable furnishing of homes which were being paid for through building and loan associations was accomplished through the purchase of furnishings also paid for on the installment plan.

Our people have failed to realize the character of the purchase of furniture on the installment plan. The English have a phrase that much better describes the process. They call it “hire-purchase”; that is, the price of the chair or bed or table includes not only the purchase price but the hire or rent of it during the time that you take to pay for it. This practice is distinctly one that induces thrift and saving. It does not require the self-denial that is called upon to save until you get enough to pay for the furniture in full, but it gives you the benefit of the easy chair, the comfortable bed and the suitable table.

The practice of selling furniture on the installment plan soon spread to many who were only tenants and who did not pretend to own homes and who had not yet cultivated the spirit of self-denial to the point where they would undertake to buy a home, but they would at least undertake to buy furnishings on the installment plan and make more comfortable their rented houses or apartments.

This practice of selling furniture on the installment plan, giving the purchaser the enjoyment and use of the furniture during the time in which he was paying for it, has induced many to buy and pay for the furnishings of their home who before that had never owned a stick of furniture. And also in this way the practice of selling furniture on the installment plan has added enormously to the thrift and saving of

the masses of people and has resulted in wealth creation, even though of a comparatively unsubstantial kind.

The present practice of selling automobiles on the installment plan, the thing primarily which has induced the criticism of the practice, is absolutely on a par with the selling of homes through the building and loan association plan or the selling of furniture under the installment plan. There may have been a few instances where short-sighted or socially ambitious persons may have mortgaged their little homes to buy automobiles, a thing, of course, foolish on its face, but in no wise to be compared with the general run of mankind who have attempted to buy automobiles and pay for them in installments. Most of those who have done so have done so exactly as they bought their homes and their furniture, and their purchase of an automobile on the installment plan is simply the extension of the same system by which they acquired their furniture and then their homes. It is a method of wealth creation that cannot and must not be overlooked. Of course, they cannot expect to buy an automobile on the installment plan as cheaply as they could buy it if they bought it and paid in cash, because in one case they get a new machine already paid for and in the other they get the use of a machine that is not paid for and that is decidedly second-hand before it is paid for. And so the price they pay must include the cost of a new machine plus the rent of the machine or the interest on its cost plus the depreciation during the period they have to pay for it.

But the point is that by the time they have it paid for they have added to the wealth of their community a good second-hand automobile, just as by their previous practice of thrift they added a good second-hand lot of furniture in a tenant house, or a good second-hand home which had been bought and paid for through a building and loan association.

Instead of condemning the practice of buying or selling on the installment plan the system should be used wherever possible to induce the further exercise of self-denial and thrift in order to get every possible human being to acquire and own something more than he would otherwise acquire and own. Whatever production can be induced by the installment plan adds to the wealth of the community and of the nation. The practice is economically sound and morally and ethically is traced to those members of the human race who are not yet strong enough of will to exercise self-denial and practice thrift without having something definite therefrom immediately in hand.

Installment buying in the automobile field has had more to do with the increase of wealth in our United States in the last 10 years than almost any other single thing, because the widespread use of automobile trucks and buses is at the bottom of the enormous development of permanent and high-class roads. The farmers of the country would never have taxed themselves to secure the good roads that have been built past their farms in response to the demands of users of automobiles. But although the farmers have had little to do with the development of good roads, these roads have added enormously to the accessibility, and so to the value, of the farming lands that have been reached by the good roads, and further than that, they have so reduced the cost to the farmers of reaching the cities and towns, which are his markets, that they have added largely to the value of his farm products and to the rewards that have come to the farmer from everything he raises.

And at the present time the maintenance of these roads is largely being taxed not to the farmers, who benefit from them so enormously, but to the automobile users of the road through the gasoline tax levied on them through their consumption of it.

The only question economically that is involved in the practice of installment selling is the question of not quieting the

title of the property sold until it is paid for and of requiring such payments as shall exceed the interest on the cost and possible deterioration. Only when the competition for sales shall reach the point where deliveries are made and use permitted upon payments less than enough to cover depreciation and interests on costs will the practice be fraught with danger to merchants, manufacturers or bankers advancing credit against the unpaid balances. And it is almost inconceivable that, with the present knowledge of values and with the earning power of our people who are buying, any contracts for sales would be made or deliveries permitted in return for payments that did not involve the payment of a considerable sum on the purchase price itself above the costs of the hire, rent or depreciation during the time of payment.

When the sound economic character of installment selling and buying is understood, and when it is realized that the practice in relation to automobiles and furniture is exactly the same in character as that so universally successful in the case of building and loan associations, the critics of the practice will not only be silenced but the practice will be extended into many fields where it does not yet prevail, and wherever it goes it will result, as it always has in the past, in inducing more and more people to practice self-denial and thrift and to join the army of those who produce something more than they consume and so add to the general mass of wealth production which promotes the general welfare. When you analyze the practice it becomes perfectly plain that wherever installment buying is induced it reduces the army of those who have not and adds them to the army of those who have.

GUY M. WALKER.

### **Oil-Bearing Formations of Southwestern Arkansas and Northern Louisiana.**

The Department of the Interior, through the Geological Survey, with the advice and co-operation of George C. Branner, state geologist of Arkansas, has just completed a geologic investigation yielding results that will be of practical interest to all geologists engaged in the search for oil and gas fields in southern Arkansas and northern Louisiana. In these regions the finding of hidden structure favorable to the occurrence of oil and gas has been hampered by the scarcity of information as to the variations in thickness and character of the buried Cretaceous formations, and uncertainties arising from this cause have added greatly to the aggregate cost of wildcat exploration. A condensed description of the Cretaceous formations which reach the surface in southwestern Arkansas, north of Red River and east of the Oklahoma line, have been prepared by the Geological Survey, Washington, D. C. It affords a guide to the interpretation of the logs of exploratory wells drilled in areas in southern Arkansas and northern Louisiana, where these formations are under cover, and hence where they may contain oil and gas in commercial quantities if local structural conditions are favorable.

### **Not to Make Florida Tour.**

H. S. Greene, manager of the Wholesale Trade Department, Cincinnati Chamber of Commerce, writes that the proposed trip to Florida of southern Ohio business men, as referred to in the MANUFACTURERS RECORD of September 16, will not be carried out. Mr. Greene says:

"There have been a number of items appearing in Florida papers concerning such a tour, whereas we have never taken a definite step concerning such arrangements. For the past couple of years there has been talk concerning a good-will tour of the South by Cincinnati business interests, but nothing of a definite character has ever been inaugurated."

# On the Future of Russia Hang Great Affairs.

By GEORGE GARNER.

To the average American of this day consideration and discussion of Russia center chiefly on the advisability of recognition of the Soviet Government by the United States and the reinforcement of such international business by American endorsement of the Soviet. To the man who has studied the situation with thought, this is merely an incidental item in the tremendous world possibilities which hinge on the course and ultimate fate of Russia.

"The future of the world lies in the United States and Russia," wrote De Tocqueville many years ago. The influence of the United States for good in the world now is established and acknowledged. What is to be the influence of Russia in this and succeeding generations? That the influence of Russia eventually will be good, and great, will be the conclusion of far-seeing men.

The Russian nation is the Russian nation—resilient and enduring. The Russian people are the Russian people—sound and substantial, industrious and religious. The present Russian Government does not represent the Russian nation. The present Government dictators are not true Russians. These distinctions are vital and must be borne in mind in consideration of the Russian situation in the present and of prospects for the future.

One of two alternatives inevitably must develop: Either the present form of government will continue—either with or without much of the same personnel—or a new form of government must be adopted, under a personnel the exact antithesis of that at present in power. That the present Government, both in personnel and form, will fall there can be no question; that a sound Government will be set up is the natural sequel. All this will not be done in a day or a week, but the beginning of the transition is not far away.

That the progress from the present form and personnel of the Russian Government may involve one or two revolutions is the belief among men intimately acquainted with Russian affairs. Hope that the present Government may be removed by a "palace revolution"—by a swift and quiet uprising which will remove from power the present directing heads—prevails in some observant minds. But the handwriting on the wall proclaims that a revolution impends—and this revolution will be constructive, rather than destructive, in its nature.

Indications that the Russian Soviet Government already is in sore straits are not wanting. In more than one area of Russia the peasants decline to pay tax or tribute to the collectors from the Soviet regime. Soviet toleration of religion is professedly in practice, in surrender to the deep religious character of the Russian people—"professedly" in practice, because the interior walls of the churches are, at the same time, plastered with Government denunciations of religion. I am informed by Soviet representatives that the Soviet will acknowledge all Russian debts, except those of the Kerensky regime—indeed, the Soviet already is negotiating settlements with France and is striving to pave the way for similar negotiations with the United States. Concessions to outside productive, industrial and commercial interests are periodically announced. Desperate efforts are being made to check the shrinkage of international business, especially with the United States. In short, a score of concrete illustrations may be cited to indicate that the Soviet totters.

And when the Russian Soviet falls, then falls the entire Soviet system. For, although there are six constituent republics in the Union of Soviet Socialist Republics, that which is

generally known as Russia is the most aggressive and the most conspicuous. "The Union of Soviet Socialist Republics occupies the largest territory of any country in the world, with the exception of the British Empire with all dependencies," the Soviet Government proclaims; yet Russia is the corner-stone of the structure, and when it falls all must crumble. The land area of this Union is 8,200,000 square miles, with a population of 138,780,000 in 1925.

Incidentally, right here, the question well may be asked: What is the Soviet? "The Soviet, which are councils of delegates of hand-workers and brain-workers, are designed to represent directly the productive life of the country," is the answer of the Soviet Government. The basis of representation in the Soviet Union is occupational, rather than geographical, and a pyramidal representative form of government, somewhat complex to an outside observer, with local and town Soviets as the base, prevails in all the autonomous republics and areas.

Theoretically, the system of Soviet Government is, in American parlance, "of the people, for the people and by the people." In present practice it is an oppressive tyranny, in the hands of a few conscienceless, cunning men—and patient, long-suffering Russia is nearing the limit of its endurance.

And what will happen when the present regime falls? Will another transitory form of government and a new temporary government arise, in time to fall in its turn, Will a substantial and enduring Russian Government be evolved, to give Russia again a commanding place among the nations? Will such national chaos follow that Germany will lay hands on this great territory of incalculable wealth, and dispute its seizure with other nations equally unentitled to the spoils? The ultimate outcome of the present situation will involve prodigious developments throughout the world—in war or peace, in industry and commerce and finance, in international relations and readjustments, and even in religion itself.

But the treasure of hope lies at the Russian end of the rainbow which encircles civilization. For, to repeat, the Russian people are a sound, substantial people. Probably no great nation is less known and less appreciated, at least in the United States, than Russia. The fact is not realized that Russia has produced world leaders in every line of activity and thought—in science, in the arts, in letters and in music no less than in constructive productiveness and industry and diplomacy. I happen to know that, just before the World War, foremost Government and private elements were prepared to start a movement "to introduce Russia to the United States," but the Hun onslaught on the world prevented this consummation, just as it did a thousand and one other great beneficial movements.

Nor is it generally known that, years ago, a commission of leading Russians formulated a policy and presented it to the Czar for patient, systematic development of their country into, perhaps, the greatest and most wealthy nation in all the world. By this plan 75 years was to be devoted to the development and exploitation of the United States, Russia coincidentally maintaining its prosperity and advancing in step with the other great nations. In that 75-year period, it was figured, the world capital would increase prodigiously—then this enormous capital was to be directed to the development and exploitation of Russia. For 75 years Russia was prepared patiently to watch the great capital crop ripen, and then to garner it and store it in its barns. Foresight and patience—two prime requisites in business, private or national.

In contrast, the present Government strives desperately to place Russia at once in the van of the nations; for by that achievement alone can it justify the existence of the

Soviet. At the moment its strongest card is American recognition, and it is watching keenly for an opportunity to play it. Its long suit of American trade is almost exhausted, and the other cards in its hand are of minor value. And in this movement for American recognition the Soviet undoubtedly has support among some American leaders in capital and industry, who would swap the substance of safe and sound investment for the shadow of great and quick profits, nebulous though those ultimately may prove.

At the moment Russia is striving to build up its industries, which, owned entirely or in part by "the Government," are depended on to provide revenue for the budget requirements, and it turns to the United States for machinery and other industrial necessities. Yet Russian imports from the United States for April, May and June, 1926, shrank to \$15,085,265, as compared with \$30,386,863 for the same period of 1925. For the first six months of 1926 the Soviet announces Russian imports from the United States as \$25,160,982, and exports from the Soviet to the United States as about \$13,000,000.

So Russia regards recognition as necessary to the stimulation—to the preservation of its trade with America. Some meed of business caution has moved American producers of late to shy at long-term credits, and of this situation Germany is taking advantage. In a recent case in point, as I am informed by a man who personally saw some of the cable correspondence in the hands of a Soviet official, Russia had asked for bids on a substantial order of automobiles; an American company offered the supply at an attractive price, but asked 70 per cent in cash and the balance in six months; a German concern named a somewhat higher price, but was content with a far smaller cash payment, with the balance payable in two years. Of course, as the Soviet official explained, Russia closed with the Germans. American vendors, I am informed by Russian trade officials, now demand from 60 to 75 per cent cash and accept only short-term notes.

But below the surface of this increase in German trade lies the interesting and significant fact that very much of this German business is financed by American money—indeed, one American financial firm is named as having acquired a German bank through which to handle its Russian financing transactions. The German Government guarantees 60 per cent of 300,000,000 gold marks of credit on German exports, very largely to Russia; but American finance plays no small part in promoting this German rivalry with American industry and commerce.

And, further, far from indicating confidence in the stability of the Soviet and the present Russian Government, it may be said that heavy German and British and other national investments and other business arrangements show, rather, confidence in the Russian people and in the stability of the true Russian nation. Soviets may rise and fall, it is felt, but the Russian nation goes on forever, and in course of time the Russian people will assert themselves and re-establish their great country on a firm governmental foundation.

In the eyes of American capitalists and industrialists who favor recognition of the Soviet, the ruble shines with a dazzling light—with a brilliance which blinds them almost to all other considerations.

"Do you think it financially safe to do business with a man or Government that has no morality or conscience and which damns religion and preaches atheism?" I have asked several men.

"Why not?" they counter: "we do business with one or two other nations equally 'godless' and 'conscienceless.'"

"And how does the Soviet propose to meet its commercial notes and other commitments?" I inquired of a Soviet commercial official.

"By increased taxes on industry and on well-to-do people, and also by a great crop," was the answer.

For 1925-26 the Soviet budget called for revenues and dis-

bursements of 3,778,636,892 gold rubles, a gold ruble being approximately 51 cents. Of the revenues, direct taxes were calculated to produce 568,989,500 rubles; indirect taxes, 976,189,564, and duties, 150,254,743—for the Soviet Union has "a moderate system of tariff duties on imports, supplemented by duties on a limited number of articles of export." The direct taxes are imposed in the form of a single agricultural tax, a trading tax, a realty tax and taxes on incomes and assessments, the single agricultural tax, by the way, being expected to provide \$111,000,000 for the 1925-26 budget. Indirect taxes consist of excise taxes and customs duties, the excise taxes being levied on sugar, tobacco, textile products, fermented and distilled spirits, oil products, salt, tea and coffee, matches and yeast. They were expected to yield \$413,000,000 in 1925-26, as compared with \$200,000,000 in 1924-25.

According to the figures of the Commissariat for Finances, the new budget will yield a surplus of about \$205,000,000 for the expansion of agriculture, industry and the co-operatives, to be extended in the form of long-term credits. In addition, the proceeds of the internal reconstruction loan of \$154,200,000, the first installment of which was floated last November, will be similarly used. Of the budget surplus, about \$88,000,000 will be used for financing agriculture and enterprises connected with agricultural development, about \$55,000,000 for general industrial development, \$37,000,000 for electrification and the remainder for the co-operatives and public works. "The expenditures for social and cultural needs, such as education, public health, etc., are more than double the pre-war figures, while the appropriations for Army and Navy are about half those of 1913," the Russian Soviet aver.

In regard to debts, Soviet officials say:

"The Soviet Government, since it came into existence in November, 1917, has contracted no foreign debts. Up to the beginning of the fiscal year 1925-26 the Soviet Government had issued seven internal loans with an aggregate value of \$165,110,000. During the fiscal year 1925-26 it is planned to issue a reconstruction loan of \$154,200,000 and installments of a peasant lottery loan not to exceed \$51,500,000."

Incidentally, it may be said that deficits in local budgets are made up by appropriations from revenues of the constituent Socialist Soviet Republics, or the Federal Government, but it is with Russia only that this article is concerned.

But, like a cloud over this glowing prospect, hangs the shadow of the Soviet system—communism, pure and simple. For the Soviet thus explains its industrial and trade policies and practice:

"Industry is conducted largely by State trusts, operating as autonomous units for production and held responsible by the Government, through the Supreme Economic Council, for results in economy, efficiency, development and profits. There may be several of these trusts operating in a single industry, divided according to geographic or other reasons. Certain trusts may also be responsible only in the constituent republic in which they operate. For marketing purposes and for the purchase of raw material and equipment, each individual industry is organized in a syndicate, in which the producing trusts have representation."

"Private interests are free to enter the industrial field. Any citizen may start without formality a private enterprise employing not over 20 workers and clerks. Private enterprises employing over 20 persons and not over 100 persons may be opened with the permission of the local authorities. For larger enterprises a special leasing or concession agreement is necessary."

Concessions for the exploitation of certain of the natural resources of the Soviet Union may be obtained from the chief concessions committee of the Supreme Economic Council by "responsible foreign interests," the concessions to run for a

limited period and the concessionary to furnish the capital for development and the "know how." In 1925, says the Soviet, 34.6 per cent of the foreigners who applied for concessions were Germans, 11.9 per cent British, 10 per cent Americans and 8.1 per cent French. The two largest concessions granted in 1925 were the so-called Lena Goldfields concession to an Anglo-American syndicate and the Chiaturi manganese concession to the Harriman Company, the latter to run for 20 years and covering "the largest manganese fields in the world," says the Soviet.

Such is the bait of trade and concessions with which the hook of communism is adorned.

But behind the disorder of the present day stand the Russian nation and the Russian people—a resilient and enduring nation—a sound, substantial, industrious and religious people. Russia has touched the bottom of the lowest depths; in time it will again reach the surface.

#### A Survey of America's Mining Interests.

Washington, September 27—[Special.]—Information covering every phase of mining practice and equipment is being secured by the American Mining Congress through its Bureau of Mining Economics from coal and metal mining companies in the United States. Blank forms containing more than 80 questions are being sent to superintendents and managers of 7000 operating coal companies and 5000 metal-mining companies. It is estimated that it will be necessary to tabulate over 980,000 answers to these inquiries, which are being received by the Mining Congress at the rate of more than 100 a day. Within three months it should be possible to announce a summary of the tabulated answers, which will give for the first time the most complete information ever obtained on mining practice. Individuals or companies will not be revealed by the published summaries and both the coal and metal mining industries are co-operating in making this the most up-to-date compendium of mining information extant. Parties interested in mining may obtain information on various phases covered by this survey upon request to the Mining Congress, which by this service proposes to serve as a clearing house for information on mining practice and economics.

The questionnaires request mining companies to give the type of mine, whether drift, shaft, etc.; number, capacity and composition of mine cars; type of bearings; method of mine haulage; kind and number of miners' lamps; amount of lubricating oil and grease and carbide consumed per year; number of surface and underground employees; proportion of machine and hand-mined output; number, type and tonnage per day of loading and entry driving machines; per cent of coal recovered by hand and machine loading; number, capacity and hourly tonnage of steam shovels; data as to aerial tramways, buckets and automatic scales; number of days work averaged by the plant per year; days lost by strikes; information concerning the quantity of power and timber used; ventilation equipment; underground telephones; chemical laboratories; blasting operations; type and capacity of crushers; treatment of mine water before disposal; electric welding and cutting apparatus; cyanide and flotation processes; average daily tonnage of ore production and ratio of concentration; percentage of estimated values lost in tailings; reworking earlier tailings; operation of prospecting drills and their types; number and type and capacity of jacks used, and many other items of information.

Metal-mining companies are requested to state in what field of metal mining and metallurgy is there the greatest need and opportunity for research and development.

Mining companies are asked to make their response prompt, so that the final tabulations may be made available as early as possible.

#### WORK TO BEGIN ON NEW DU PONT PLANT IN SOUTH.

##### Will Involve Construction of About 50 Buildings on 1240-Acre Site—To Be Ready for Operation by April, 1927.

Birmingham, Ala.—Work will be started at once on the new dynamite manufacturing plant to be constructed about 10 miles from Birmingham by E. I. du Pont de Nemours & Co., Inc., of Wilmington, Del. This plant will supply high explosives, not only for the Birmingham district but for all of Alabama and the southeast Atlantic and Gulf states. The company already has a black blasting-powder plant in operation at Connable, about five miles north of Birmingham.

A tract of 1240 acres of land has been purchased for the erection of the plant, plans for which have been completed by the company's engineering department. Approximately 50 buildings will be erected of modern type, so constructed that extensions may be added as needed. Necessary power units, machine shops, office buildings and similar structures will be most substantial, while factory buildings will embody improvements suggested by many years experience in the manufacture of explosives. Railroad extensions into the property for the delivery of building materials will be among the first construction work, this to be followed by laying miles of track to connect the widely separated manufacturing buildings.

H. S. Stanton of the Du Pont Engineering Company has been appointed construction superintendent and is already on the ground. He will be assisted by a group of engineers and construction men of wide experience in this type of plant erection. The new plant is expected to be ready for operation by April 1, 1927.

#### Convention of Refrigerating Engineers.

The National Association of Practical Refrigerating Engineers will hold its seventeenth annual convention and educational exhibition in Kansas City, Mo., on November 2, 3, 4 and 5. Arrangements for the convention have been planned on a greater scale than in previous years, it is said, indicating that it will be by far the largest ever held by the organization. The convention and exhibition will be held in the municipal convention hall, which affords an excellent opportunity for the display of heavy machinery, such as is used in the ice and refrigerating industry. The exhibition will occupy approximately 16,000 square feet of floor space and, according to C. L. Whittemore of St. Louis, chairman of the association's national exhibits committee, all available space has been allotted since August. Convention headquarters will be at the Hotel Muehlebach. Hotel and reservations may be obtained from W. M. Stout, chairman of the local hotel committee, 504 Dwight Building, Kansas City.

#### Exhibition Buses Proposed for Mississippi.

Following its "Know Mississippi Better" train, which recently passed through Washington and Baltimore on its tour of the country, it is now proposed that groups of two or more counties of the state unite in sending out specially built and equipped exhibition buses, with crews of trained exhibitors, to carry to all corners of the nation the story of the opportunities offered settlers in Mississippi. C. B. Perkins, a merchant of Brookhaven, is advocating the idea. During a recent trip East he secured approximate prices on such buses, and declares they can be provided at reasonable cost. Certainly, such buses, properly equipped and manned by capable representatives, could do much to attract settlers to Mississippi's fertile lands.

## Discussion Pro and Con of Debts of the Allies.

### "For the Honor of the United States First, Not Money First."

Frederick W. Peabody,  
Counsellor-at-Law.

Ashburnham, Mass., September 13.

*Editor Manufacturers Record:*

It has been said that the man of imagination giving, to a beggar, gives to himself—that is to say, puts himself in the beggar's place, feels his hopelessness, his degradation, realizes his wasted life. Only the man of imagination can be fair-minded, for only he can see the other's side.

Let us for a moment, in imagination, change places with France, with England; look at this war-debt matter from their point of view. It will enable us to see ourselves as they see us.

Suppose that in August, 1914, Germany had descended upon America as she descended upon France, and reduced to ruins the great cities of our Atlantic seaboard, and in the course of more than four years of merciless warfare had killed 1,500,000 Americans, wounded 3,000,000 and impoverished the nation, which is what she did to France.

And suppose that during the first two years and a half of her life and death struggle America received no word of sympathy from France, which for that length of time remained "neutral even in thought," and grew enormously rich furnishing America supplies at exorbitant rates.

And suppose that after the war had progressed for upward of two and a half years, France, for reasons of her own, decided to take a hand in the contest, but, owing to complete unpreparedness, was unable, during the first 15 months of her participancy, to take upon herself any share of the actual fighting, it being done for her by America and her other Allies at the cost to America alone of more than a hundred thousand men. Being unable to furnish men, it is supposed that France furnished money in their place and stead; "loaned" to America \$3,500,000,000, by the law of France expressly declared to be for the security and defense of France (as every dollar "loaned" by us to France, and England as well, was by our law expressly declared to be for our security and defense), to enable us to do her fighting and die while doing duty for her.

And suppose that we, with our associates, finally prevailed at a cost to us of a 1,500,000 killed and 3,000,000 wounded (which was the cost to France), of many billions of property destroyed and a colossal debt, while France lost but 50,000 killed and had 200,000 wounded; that the end of the struggle which impoverished us left France richer than ever before.

Now, then, suppose the day of settlement, some years after the war, arrives, and France, the richest nation in the history of the world, demands of all but bankrupt America, with an income tax rate twenty-two times as great as that of France (which is France's tax as compared with ours), the repayment of every dollar advanced to us for her own security and defense, amounting to \$3,500,000,000, and, because America cannot put her hand on the money and pay spot cash, another \$3,500,000,000 for time.

In the imagined circumstances (which are the actual circumstances reversed), what would America think of France? Would she not denounce France as a heartless Shylock demanding her pound of flesh? Would she not remember her million and a half dead and France's fifty thousand, her own distressful condition and the unprecedented prosperity of France, and would she not loathe France with all the passion of her soul? Would America not say to France, "How about

the hundred thousand Americans who died in trenches where Frenchmen should have been? Have we asked you to return to us our dead? Have we demanded their equivalent in money? Can it be possible that you expect us to have carried on for you for 15 months of your war period at our own cost in money as well as in man?"

And when France replies: "I do not see anything about these things in the bond; I swear there is no power in the tongue of man to alter me; I stay here on my bond," would not a feeling of contempt for France spread over the whole earth? Would not the clamor of the American protest fill the ears of men? Would not its denunciation rend the very sky?

In the imagined circumstances America would feel and act precisely as France feels and acts, and she would be wholly justified. What American will deny it? What Senator would favor a Mellon-Berenger agreement and vote to burden the United States with such a debt, under such circumstances?

The same imagined change of place with England would explain and justify England, as it explains and justifies France.

And if, in the imagined circumstances, no American could be found who would not denounce the imagined demands of France, how can it be possible for any informed American to approve of the actual exactions of his country, which are precisely those in imagination attributed to France?

No, it is unthinkable that the people of America will not compel a Governmental reconsideration. They were not informed of the facts. Their will was not consulted. Their Government acted upon pure assumption. My letter to the President was intended to make the facts known to all the people, and we shall persist in its distribution until all the people know them. Then England and France and Belgium and Italy will know that the real America is kind and just, and appreciative of its obligation to its late war associates that all the wealth of the world could not discharge.

The organization in the initial stages of formation is to make the people of the country acquainted with the facts in the confident belief that when the facts are known the people will see to it that the Government make a new deal and treat England, France, Belgium and Italy with even-handed justice. It is to be an organization of Americans, by Americans, for America; and its motto will be, not safety first, not money first, not even America first, but the Honor of the United States FIRST.

FREDERICK W. PEABODY.

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### Matthew Woll, Vice-President, American Federation of Labor, on Allies' Debts.

New York, September 16.

*Editor Manufacturers Record:*

Of course, you are familiar with my point of view as to the wisdom of cancelling the debts of the Allies.

I am pleased to note that more sanity is being manifested on this subject and that much of the prejudiced and extremely passionate discussion is losing in force and effect. With most of these debts compromised—at least for the time being—and with but few of these international debts remaining to be adjusted, I can see no good accomplished by distributing the adjustments already arrived at, but I do believe everything possible should be done to arrive at an adjustment of the remaining debts consistent with the settlements made, bearing in mind, of course, the altered economic and industrial conditions confronting these remaining foreign nations. Any other procedure, to my mind, may cause the plea for modera-

tion or cancellation of foreign debts to be misunderstood at this time and thus cause more harm than good to this worthy cause. I am confident, too, that with time there will develop a still more sane consideration of this question, and as a consequence there will follow further modifications.

MATTHEW WOLL,  
President, International Photo Engravers' Union.

### Cancel Debts and Secure Disarmament at Same Time.

George Dowman.  
Atlanta, Ga., September 13.

*Editor Manufacturers Record:*

Permit me to command you on your position with reference to Allied debts. There is no doubt in my mind we should cancel these debts; the thought in my mind, however, is that in doing so it would be possible to secure some practical disarmament agreement.

It is unfortunate that we did not go ahead with the agreement reached at the peace conference, in which case we, as a matter of course, would have followed with the total cancellation of these debts and could have done so in perfect safety; but in view of the fact that we failed to act at the proper time it would be foolish to cancel now without some thorough disarmament agreement, for the European nations would in all probability use the money due us to arm themselves for a conflict that would be almost sure to come sooner or later.

GEORGE DOWMAN.

### Former Governor Cox on War Debts.

Former Governor James M. Cox of Ohio and Democratic candidate for President in 1920, upon his return from Europe made some interesting statements in regard to the debts of the Allies to the United States. He is quoted in New York papers of September 15 as follows:

"Where we once were inspired to efforts to save the soul of civilization we now insist on filing a mortgage upon it. Nothing is more appropriate than the old saying:

'Still, as of old,  
Man by himself is priced.  
For thirty pieces Judas sold  
Himself, not Christ.'

The subject of international debt settlements and the state of public opinion in Europe, Mr. Cox pointed out, could hardly be discussed without reference to the condition now prevailing.

"In 1918 the United States occupied a position never attained by any nation in all history. They had not only rendered a conspicuous service for a great principle, but were generally accredited with it. No nation was ever more respected. Today none is more hated. It can hardly be just a coincidence that the present feeling is the same wherever you go. There is a basic reason for it. With the war ended, we recognize neither our opportunity nor duty to assume moral co-operation in peace. We departed in the very midst of stressful conditions. We showed neither interest in our Allies nor sympathy for the defeated nations.

"The issue of international conduct had been submitted to the arbitrament of arms, and the victory, complete as it was in a military sense, was brought to no moral conclusion. Our concern from that day until now has been the money that we can gather in from other countries. We engendered racial feeling at home, as bitter as it ever was abroad, and now this has led to religious differences. We were never further from a homogeneous people than now, and the public thought never descended to things so unworthy of our traditions. We were united in no high purpose, because there was no appeal to the fine reactions we had exhibited in the past. For all

of this our Government has been directly to blame. It has exercised no leadership whatsoever.

"Time was when our foreign policy brought the name of America to grateful lips all over the world, and Americanism was a synonym for unselfishness and helpfulness. Now there is no foreign policy unless the collection agency which we are hard-fistedly conducting can be regarded as its expression. Instead of seeking to ascertain what other nations should pay in a fair and equitable consideration of all the circumstances of the war, we ask what they can pay by combining assets of the present and prospects of the future. When we once were inspired to efforts to save the soul of civilization, we now insist on filing a mortgage upon it. Children yet unborn will be old men before we have exacted our last pound of flesh.

"We have lost the world's respect, and in these circumstances we can hardly expect any trade that can be given elsewhere. Our progeny will reap the harvest of our blunders. We can corner the gold of the earth, but it will plague us in time. We can temporarily profit in business, while other countries are sorely tried by the remaining effects of war. But what of our national character? We are creating the terms by which others appraise us."

### Two Views on the Question of Allies' Debts.

Christian Schlicker Manufacturing Company.  
Rochester, N. Y., September 21.

*Editor Manufacturers Record:*

The writer has just had the opportunity to read your issue of September 9 on the Allied debt-settlement question.

It does not seem possible that a paper of such broad knowledge should take the liberty of expressing the views of millions of Americans. I am a free and independent American, and when I want any publication to express my views on any question I will properly authorize them to do so.

As for the cancellation of the Allied debts, I say, Not one penny. Let them cut out their fighting equipment and get down to real work and invest the money they spend on fighting planes and other deadly machinery in the payment of their debts. They owe us the money, and as a business nation we expect to be paid.

If you are so convinced that this country should cancel these debts in payment for all the mud wallowing we did, then I am convinced that you should cancel my subscription charge of \$6.50.

Use your paper for something worth while, such as fighting organized labor, and you will have the support of every red-blooded American, but not on such bunk as cancellation of good money owed this country. Remember, it is your money and mine, and we deserve to have it back.

Ask any of the boys that went over and they will tell you what they think if they have any backbone whatever. Again I say, *don't cancel one penny of these debts.*

CARL C. SCHLICKER.

Gen. James G. Harbord, who ought to be a pretty good authority, in an address to the American Legion in Kansas City recently said, as quoted in the New York Times:

"General Harbord dealt with a question that is a topic in every Legion post—the plan for a settlement of the French debt. He himself disapproved of it, believing that it would 'bring to your grandchildren the accumulated ill-will of 62 years.' He wondered if the Debt Commission had in mind the fact that a million and a half of the very flower of French manhood lie beneath the sod, dead so that France might live; dead, hundreds of thousands of them in holding the line while we prepared for our part in the war with Germany. In every one of the more than 11,000 American Legion posts General Harbord's appeal will be read and discussed.

"One of the Legion's 'Ten Commandments' laid down at St. Louis is 'to promote peace and good-will on earth.' There is reason to believe that the West, in which the General spoke, approves the debt settlement which France is asked to accept. But if the American Legion should take up the question at its national convention and adopt resolutions of disapproval, sentiment throughout the country might undergo a change. If it were the judgment of American veterans that the war debt, if it were not cancelled, should be modified in its terms, public opinion would be powerfully affected. General Harbord's words will be read in France and raise hopes there of change of sentiment in the United States."

# Railroad Presidents Tell of Remarkable Progress in Their Respective Territories.

## Great Progress on Southern Pacific Lines.

By W. R. SCOTT, President.

In accordance with request contained in your letter of August 30, I am giving you a brief statement of my views:

The business outlook on the Southern Pacific Lines of Texas and Louisiana, which serve the chief centers of the two states, is very favorable in all directions. There were good wheat, corn and oat crops; a very satisfactory spring wool clip; cattle ranges have been and are in fine shape; vegetable, fruit and melon crops were abundant and remunerative; prospects are excellent for rice production, and while sugar cane is below normal, there is still opportunity for a decided improvement.

What appeared at one time to be a 6,000,000-bale cotton crop in Texas has been cut down by excessive rainfall, weevil and leaf worm to a recent estimate of around 4,750,000 bales; but this shrinkage may be more than compensated for by better prices than were anticipated on the original estimates. Due to the exceptionally fine feed and hay crops, Texas and Louisiana farmers will avoid the necessity of going beyond the state for these commodities.

The industrial situation is good. The principal industries—petroleum-oil refineries, sulphur, sugar refineries, cottonseed-oil refineries, lumber mills, rice mills, cotton mills, etc.—are all prospering. Important new oil fields have been opened up and greater interest is being taken in the development of other mineral resources. Legal technicalities, resulting in several months' delay in a heavy road-building program, are about cleared up, and this work will soon develop on a large scale. Harris county alone will spend \$7,500,000 on concrete roads. There is practically no lack of employment, and money is abundant and readily available for all legitimate purposes.

Building in all Southern Pacific territory is exceedingly active. Present construction in all main centers of commercial activity is progressing on a large scale. In Dallas, Fort Worth, Houston and San Antonio projects for additional building are very extensive. New Orleans bids fair to exceed past construction, as many large and costly enterprises are being shaped and financed. Plans now under consideration contemplate the expenditure of \$75,000,000 in municipal improvements. Other large projects, building and to be built, figure nearly \$30,000,000. Lake Charles, La., will spend nearly \$1,000,000 in city and harbor work.

Everywhere in Texas, and particularly in the southwestern sections of the state, progress is decidedly manifest. Rail development is promised and the Southern Pacific is now proceeding with the extension of one of its lines into the Rio Grande Valley. The line will be over 100 miles in extent and will touch several of the productive centers of that remarkable section on its way to the Rio Grande and a Mexican connection. Standard construction will be featured. All the valley points are adopting large building programs.

Corpus Christi has just celebrated the completion of its new \$5,000,000 port facilities, and the future of that city is very promising. Thousands of acres of productive lands will be opened in this section of the state and several large ranches will be cut into farm holdings at once.

Southern Pacific Lines are now completing a million-dollar freight station and terminals at Houston, and will shortly develop additional freight and terminal facilities at Dallas. Our dock and ship terminal at Clinton, on the Houston ship channel, is practically ready for business at a cost of about

\$1,200,000. It is expected that the opening of our new line in west Texas, cutting out the tortuous and hazardous curves and water channels of Meyers Canyon, some 14 miles, will be consummated about November 1, the expense being over a million dollars.

Much of the south and central areas of Texas last year were seriously injured by a drouth that in some locations destroyed all crop prospects. These sections this year made fine production in almost every direction, and the result will be reflected in all lines of business, and I believe profitably. The transportation lines up to July, however, still felt the influence of last year's deterioration.

As a whole, Texas and Louisiana should have no cause for complaint.

## Splendid Progress Along Atchison, Topeka and Santa Fe Railway Systems.

By W. B. STOREY, President.

The Southern states traversed by the Santa Fe system lines are Texas and Oklahoma, where we have a considerable mileage, and Louisiana, where our mileage is limited to the southwestern section.

A survey of 42 counties in Texas shows that business conditions are a great deal better than they were a year ago. The improvement is due in a considerable degree to more profitable farm operations, which can be accounted for by the adoption of better farm methods. Everywhere in the state farmers are following a program of diversified crops and are increasing their livestock holdings. The number of farmers who keep up the expense of the farm home with milk, poultry and garden and orchard truck has doubled since the war. Texas farm products, including livestock, last year were valued at \$1,129,330,000, and it is estimated that the values for this year will aggregate \$100,000,000 more. Cotton is expected to run well above 4,000,000 bales. This prosperity is reflected in the state's heavy factory output, which last year sold for \$1,250,000,000, and which this year likely will bring close to \$1,500,000,000. Added to farm and factory production are 150,000,000 barrels of petroleum and an immense tonnage of minerals of various kinds. The population of Texas is growing rapidly, much of the gain being rural. While last year there were 75,000 fewer farms in the United States than in 1920, Texas had increased its number of farms by 30,000 during the same period. Texas still has 100,000,000 acres of land which no plow has ever touched, but this uncultivated area is decreasing steadily by sale to settlers. Texas, therefore, can be counted as in good condition.

Oklahoma is having a banner year. A wheat yield of nearly 70,000,000 bushels of exceptionally good grain put the state in the front rank of wheat growers. A cotton crop of 1,600,000 bales and a corn crop of 60,000,000 bushels are promised. More than half the world's supply of broomcorn is being harvested in Oklahoma. Most of the other crops made good yields. The state's total farm output for 1926, including livestock, will bring to producers between \$500,000,000 and \$600,000,000, and the minerals, including oil and gas, will take from mother earth more values in the aggregate of nearly half a billion. The number of factories in the state have increased 20 per cent in two years and the number of new farms increased 5237 from 1920 to 1925, showing that the "drift" of farmers to the cities we hear so much about is not taking place in Oklahoma.

The Santa Fe serves the part of Louisiana from the Sabine

River east some 75 miles to Oakdale, through what was once America's richest lumber district. Most of the timber now has been cut and marketed. The stump land is being reclaimed by farmers who are turning the country into general farms, orchards and gardens. Business conditions in this section are better than they have been at any other time since the war.

Twelve states are included in the territory served by the Santa Fe system lines in the Southwest from the Great Lakes to the Pacific and the Gulf. Throughout this territory there is a feeling of optimism on the part of the people generally, and in no state is there any indication that the prosperity of the present year will not continue.

### Business Conditions Steadily Improving in Shreveport District.

First National Bank of Shreveport.  
Shreveport, La., September 18.

*Editor Manufacturers Record:*

The following information is given in response to your request of August 30. Actual business conditions in Shreveport and vicinity are slightly improved and still improving.

**Agricultural outlook:** Cotton is our principal product. The yield for this parish (Caddo) was recently estimated at 45,000 bales, which is about 31,000 less than last year. The yield for the state of Louisiana has been estimated at 624,000 bales, which is 288,000 below the 1925 figures. The acreage planted in cotton in this section is about the same as in 1925.

Industrially, we have no cause for complaint. Our factories are operating satisfactorily and there is very little unemployment. Shreveport's first textile mill, which is to be built by an old and well-established textile concern in Philadelphia, is practically assured.

Under municipal improvements we will mention the new courthouse for this parish, to cost \$1,000,000, for which the contract was let a few weeks ago.

Building operations, both for business purposes and for residences, are a little above normal.

R. B. MCPHERSON, Assistant Vice-President.

### The South's Industrial Progress on Solid Foundation.

The Thew Shovel Company.  
Lorain, Ohio, September 23.

*Editor Manufacturers Record:*

As you know, the Thew Shovel Company is primarily interested in construction work and the purpose of my visit was to determine, if possible, whether the tremendous activities which have been exhibited in that section of the country would continue for the future. Much to my gratification, I found the entire construction and industrial program established upon the most solid foundation and with indications that this progress would continue uninterrupted for a considerable period.

The net result has been to provide for our many patrons in the South greatly increased facilities for service in anticipation of the great increase in the use of excavating machinery, which always attends a sound economic development of a naturally resourceful country.

We have been very much distressed by the newspaper accounts of the tremendous havoc wrought by the windstorm in Florida. It will be recalled that about two years ago Lorain underwent an experience of a similar nature, and with the hardship and bereavement of our own citizens in mind we cannot but extend to those who suffered loss in Florida our heartfelt sympathy and assure them that we will give every moral and material assistance possible.

C. B. SMYTHE, Vice-President.

### Business Good Now and Expected to Remain So—Crops Excellent, Industry Active.

The Chesapeake and Ohio Railway Company.

Richmond, Va., September 6.

*Editor Manufacturers Record:*

In answer to your recent letter relative to conditions in Virginia:

It would seem that business conditions are very fair indeed and that we may look forward to a good business for some time.

Details as to the general situation are given in the following:

**Agricultural**—Taken as a whole, crops this year are better than for several years. Tobacco, alfalfa, wheat, corn and potatoes all made splendid yields and, barring potatoes, the prices obtained by the growers were good. The apple crop in Virginia is estimated at 3,107,000 bushels, which is a bumper crop. Peaches are also plentiful and of excellent quality. Improved highways and excellent transportation facilities have worked wonders in attracting people to the rural sections. There is great activity in the sale of, and inquiries for, farm property. Many new settlers have come to Virginia in the past year.

**Industrial**—The industrial development of Virginia is progressing along satisfactory lines. The state is specially favored as to location. There has been an awakening throughout Virginia of the necessity and desirability of industrial development. Several of the cities have specially organized for this purpose and results are already apparent. Factories and coal mines operate 100 per cent. The general business outlook is favorable.

**Highway Construction**—A total of \$9,000,000 was allowed for the year. To July 1, \$7,214,000 has been spent. Contracts have been let covering 281 miles, including 209 miles to be hard surfaced and which is now under construction.

**Municipal Improvements**—Outside of the contracts at Staunton, for street lighting and road work to be let by the city of Richmond, municipal improvements are lacking at present. Building operations in general are apparently at a standstill and the building trades are seeking employment in other lines. It is reported that \$18,000,000 will be spent during the next nine months in water-power development in Virginia.

W. J. HARAHAN, President.

### Rapid and Substantial Development of the Lower Rio Grande Valley.

The First National Bank.

Harlingen, Texas, September 22.

*Editor Manufacturers Record:*

I have been in close touch with conditions in the Lower Rio Grande Valley and southern Texas since 1916, though only a resident here since the beginning of 1924. The growth of this country has been substantial and its development marvelous. With the development of the natural resources in large productive lands general business has gradually been put on a very firm and substantial foundation.

We do not claim to be more than a normal bank, nor do we claim for our bank more than its share of patronage, but the comparison of our deposits is indicative of the financial growth of the country: December 31, 1923, \$159,669; December 31, 1924, \$376,750; December 31, 1925, \$631,142; August 31, 1926, \$1,080,789.

The Lower Rio Grande Valley proper has produced over 150,000 bales of cotton this season, in comparison with about 120,000 bales last season. However, on account of difference in price it has netted the community very little more. During the winter of 1926-27 the Valley expects to ship from 25 to

50 per cent more of winter produce and fruits than ever before in a single year.

Conditions among our laboring people are the best ever known; they are living better, have more money and are spending more money than in the past. On account of this and with the increased population railroad tonnage to the Valley is being increased materially each month as well as the shipments out.

With the advent of new people we have a better class of business men and bankers than ever. There has not been a bankruptcy proceedings in our city of approximately 10,000 people in the past three years, which, I think, speaks well for general conditions in the Valley.

L. H. THOMPSON, President.

### Characteristics of Tennessee Coals.

The Tennessee coal fields, states the Bureau of Mines, embrace two distinct physiographic areas, one known as the northeastern field and the other as the main Cumberland Plateau field. The coal beds in these two areas are distinct and different. The coal-bearing rocks of the Tennessee fields are of Pennsylvania age, but as the two areas have not been mapped in detail and systematically examined, the coals cannot be correlated with certainty.

In Cumberland Plateau coal field are the following mining districts: Tracy City, Bon Air, Crawford-Wilder and Walden Ridge, in which are included the mining districts of Soddy and Rockwood. The workable coals of this field are all in the Lee formation. In the Tracy City district they are the Sewanee coal and the Battle Creek coal. In the Bon Air district the workable beds in downward order are as follows: Clifty, Ravencroft, Bon Air No. 2 and Bon Air No. 1. In the Walden Ridge district the workable coal beds in downward order are as follows: Morgan Springs, Soddy, Richland, Angel, Nelson and Goodrich. Except the Morgan Springs coal, which has not been found over 24 inches thick, all of these beds are mined commercially at some place on Walden Ridge. The range of thickness of the other beds mined is 3 to 6 feet.

In the northeastern coal field are the following mining districts: Jellico district, Lafollette-Caryville district, Clearfork district and Coal Creek district. The chief beds in this section are the Coal Creek, 3½ to 6 feet thick, which is mined extensively for steam coal, and the Jellico, which is noted as a source of domestic coal. The other beds, which lie higher up the mountain sides, will be worked more in the future as the lower beds are exhausted.

The coals of the Tracy City district have always been noted for their coking qualities. Sewanee coal comes from this district. The coals of the Bon Air and Crawford-Wilder districts make excellent domestic and steaming fuel. The coals of the Walden Ridge district are suited for both coking and fuel.

The greater part of the coal mined in Tennessee comes from the northeastern field.

Information in regard to the topography and geology of the Tennessee coal fields, the mining methods employed in the different fields and the analyses and heating values of numerous coals is contained in Technical Paper 356, which is the ninth of a series of technical papers dealing with the characteristics of the coals mined in the different states. Reports previously issued in this series related to the coals of Iowa, Kentucky, Ohio, Utah, Alabama, Virginia, Missouri and Pennsylvania.

Copies of Bureau of Mines Technical Paper 356, "Analyses of Tennessee Coals," can be obtained from the Superintendent of Documents, Washington, D. C., at a price of 15 cents.

### \$3,800,000 Group of Buildings for Kansas City.

General contract has recently been awarded by the Midland Investment Company of Kansas City, Mo., to the Boaz-Kiel Construction Company of St. Louis for the erection of a group of buildings in that city to cost approximately \$3,800,000. A modern 12-story, fireproof store and office building will be erected on Baltimore avenue; it will have



BUILDING GROUP TO BE ERECTED IN KANSAS CITY.

a granite, terra cotta and brick front and be equipped with three high-speed electric elevators. On the main street front a five-story and basement commercial and office building will be erected. Between these two buildings and facing on Thirteenth street a theater will be erected for a seating capacity of 5000. It will contain all modern features, including lounge rooms, smoking rooms, cosmetic rooms, promenades and other conveniences and will be conducted by Loew's, Inc., of New York.

Thomas W. Lamb of New York is the architect for the buildings, and Boller Brothers of Kansas City associate and supervising architects. In addition to the general contract an award has been made to J. Goldberg & Sons of Kansas City for structural steel, which is being fabricated by the Bethlehem Steel Corporation of Bethlehem, Pa., and to the Federal Terra Cotta Company of New York for ornamental terra cotta.

### For Hotel at Wytheville.

Wytheville, Va.—The sale of \$135,700 of stock, largely through the efforts of a hotel committee, composed of prominent citizens of Wytheville, assures the certainty of a new hotel here. W. M. Johnson served as chairman of the hotel committee and the task of financing was handled by the Hockenbury System, Inc., of Harrisburg, Pa. Dr. J. T. Graham, president of the Chamber of Commerce, was chairman of the executive committee of the financing program, with R. L. Peirce, president of the Farmers Bank of Southwest Virginia, as associate chairman.

### Booklet About Conway, Ark.

A booklet published by the Chamber of Commerce, Conway, Ark., carries on the cover the words "A Good Place in Which to Live" in addition to the name Conway. Within it says: "In Conway genuine welcome and cordial and ready acceptance in business and social life awaits everyone who possesses the simple requirements of honesty, good citizenship and a regard for decent living." There are many illustrations, with full particulars concerning Conway and its activities in business, education, religion, etc.

# “I Am Going Home Tomorrow,” or “Why I Believe in the South and Its Opportunities.”

By CRADDOCK GOINS.

[*Mr. Goins, a native of Georgia, but for several years living in Milwaukee and editing dairy papers, has recently heard the call of the South, “Come Home,” and is now located in Jackson, Miss. This article was written just before he left Milwaukee.—Editor MANUFACTURERS RECORD.*]

Milwaukee, Wis., September 1.

Tomorrow I am going home again. I have been away three and a half years, living in one of the large cities of the North. It is a nice city, with fine public buildings, fine factories, many lines of industries, good citizens, good streets, with everything that goes to make up an attractive, progressive city. Yet, although I have lived here for more than three years, with little thought, until recently, of being able to go South again, it has not been my home.

That has puzzled my friends. Sometimes, I know, they wonder if I really am a good citizen. Possibly they regard me as some people do certain foreigners who come to America—make money, send it home and contribute nothing to the advancement of their community. But on this score I can protest—protest with all my heart.

In this city I have tried to discharge every duty that one would expect of a citizen. I have paid taxes, given my little family the best home I could afford, done business with the best business houses of my city, contributed to my church and to local charities, visited my neighbors, taken part in their community movements. I have voted. I particularly emphasize that last sentence—I have voted! Sometimes it has not been easy, for often it not easy to become interested in new politics. Sometimes the grind of my regular duties made it difficult—but I voted!

But this is not home. It wasn't the day I reached here, isn't now and never will be.

Often when I say I am going home again, friends here think I mean that I am going back to the place where I was born, or to the place where I lived before coming here. They can't understand that, although I was not born in Mississippi, I regard my trip there as a trip to my home. They wonder how I can know that I will like Mississippi. They wonder how I can know that it is a state of opportunity, why it offers something to newcomers. I can only answer that I know it because Mississippi is the South; it is coming forward today with that vigor that goes with the enthusiasm of a people who have overcome many obstacles and have just found the way open again to new advancements.

I know Mississippi offers opportunities, because its climate is favorable to agriculture, to new industries, its legislation is favorable, its people are favorable, its type of laborers are the best for the industries, all speaking a common tongue and recognizing no organized domination; because economic conditions are on a sounder basis; because the state has the best health record of any state in the U.S.; because people of that state are neighborly and congenial; because business men of that state are ready to match, dollar for dollar, any man's money from any section of the country, and to extend to him a hand of co-operation and friendship regardless of whether he is from the North, East, South or West.

“How long have you been living here?” a friend asked me one day in my adopted city. He was from the South, one of the first friends I had seen from that section in three years.

“I am not living here,” I replied, “but I have been visiting here for three years. I may extend my visit to 30 or 40 years, but always I will just be visiting.”

“You are doing something,” said a Northern gentleman to

me one day, “that very few Southerners ever do—very few. Many Northerners go South to live, but extremely few Southerners come North to make their home.”

I smiled and told him to give me a little time and he would find me back in my old country again.

“How long?”

How could I answer? How could I make him believe that in a year, two years, ten years, twenty years—some day—I expected to go back to my own land? Perhaps in a baggage car for the last long rest. But some day; yes, I never doubted it. Always I knew I would go back home again.

So everything is ready, and tomorrow I'm going back. I told some friends that this evening as they visited me here in my home. Perhaps something of the joy I felt, something of the electric thrill of the thought showed in my face, and they eyed me strangely for a moment. Then one spoke:

“Tell me, what is behind this section of yours; what overwhelming sentiment is so deeply rooted in your people; what strange, almost supernatural, hold has it upon you that makes you—all of you—lay plans to go back just as soon as you get here?”

The gentleman might as well have asked, “What makes a rose sweet?” or “What makes a sunset beautiful?” or “What makes certain strains of a master's music call to the very hearts of people?” or “What makes a man look into the eyes of a loved one and see treasures untold?”

He could not be fully answered, but he was in part, and in this wise:

A man from the South claims that his section offers more for human satisfaction than anywhere else in the world, and he proves it by always going back, if he ever leaves. He never so fully appreciates his section, its opportunities, the charm of life in the South, its natural beauty, its delightful climate, its health-giving qualities, and so forth, until he lives in another section.

“Is it because he doesn't like the people of the North?”

How idiotic some delightful and otherwise intelligent people can be!

This man of the South never met finer or nobler people in all of his life than friends he has made in this and other Northern cities. True, their voices are harsh; they grate on the nerves at times, particularly when they mispronounce that sweet name Mary and make it sound like “Marry,” or when they say crick for creek, or ruff for roof, or what for sir, or naw for no, or northing for nothing. But their hearts are just as golden and just as generous as are those of the South, even if they don't believe so strongly in neighbors and don't go in so much for social contact that makes life in the South so delightful.

“Is it because you take things so easily in the South—don't work so hard?”

I don't know how long it will take to correct the impression in the North that you can draw a dividing line between the sections where people work hard and people don't; where there is energy and where there isn't. I only know that if some of the friends of mine in the North could know the hard, grinding years that I spent in my work in the South before ever thinking of living elsewhere, they, at least, would admit that hard work is done in the South. If they

could only know the hard job that I have picked out for myself upon my return, a job that will call for 12 or 14 hours a day at my office, with a quick bite of lunch off the panel of my desk at noon—and some night work to be taken home with me so I won't get too far behind.

"But won't the people of the South, your old friends, feel hard toward you for having lived among Northern people so long? They hate the North down there, you know, and can't forget the war."

That is the prize bit of idiocy of all. Yes, they will feel hard toward me if I don't bring back four or five Northerners with me, or make arrangements for others to come. They hate Northerners so much in the South that they pay huge salaries, spend large sums for advertising and maintain expensive organizations to attract people of the North to come South and share opportunities such as exist nowhere else in the world.

When a man asks me about the war, I never know which one he is referring to—the Revolutionary, Spanish-American, World War, or what not. I certainly hope nobody ever forgets any of America's wars, for I like to believe that no war was ever waged by or within this country except in the cause of justice, in the cause of what people believed to be right.

**But the war in which the South is interested today is the war for new industries, the battle for upbuilding, the conflict of overcoming agricultural problems, the contest against economic problems, the fight for development of its resources. It is the greatest, the finest and the noblest war of all, for with the development of these resources all of us Americans in this fine country are going to be happier and more prosperous and more contented than ever before. We are going to be prouder of our great nation through better understanding of a great section that for many years has been misunderstood.**

I thank high Heaven that my stay in the North has given me a better understanding of my section, a better appreciation of its latent resources, a better knowledge of its importance to America's progress. And if it has made me love the South more, it also has made me a better American, for the man who loves the South best is the best American you can find, for then he knows his country and appreciates it.

I could write more; but why? Who can describe the rose? Who can picture the sunset? Who can draw a picture of Southern breezes? One must go and see and understand for himself. I understand.

Tomorrow I am going home!

#### Booklet of Clarke County, Mississippi.

A fine, illustrated booklet, with the title "Clarke County, Mississippi, 1926," has been published by C. E. Hood, secretary of the Clarke County Fair Association, Quitman, Miss. The front-cover page carries an excellent picture of a hay field near Shubuta, in Clarke county, where native grasses grow in profusion. Copious descriptions and photographic reproductions, liberally distributed throughout the booklet, afford the reader a comprehensive knowledge of Clarke county and its life—social, industrial, agricultural, etc.

#### Daytona Beach to Vote on \$3,475,000 Improvement Bonds.

Daytona Beach, Fla.—November 9 has been named by the City Commission of Daytona Beach as the date of an election on an issue of \$3,475,000 of improvement bonds. The election was delayed a week in order that the bond vote may not conflict with the general election.

#### Depression in South Due to Inability of Europe to Buy Cotton.

Dallas, Texas, September 20.  
*Editor Manufacturers Record:*

I have the "An Appeal to the Soul of America," the same being a reprint from your issue of September 9. I had read that. I also read Mr. Baker's article and I thought, as did others, that a man of his ability should have suggested a mode of procedure. At a round table a complete and speedy solution of this embarrassing question can be worked out.

In my first communication to you on the subject I alluded to a cancellation of debts as between the nations of Europe and then cancellation of the debts to us. With those nations gathered at a table and told, Now cancel these as prerequisites to the United States considering yours, then insist upon budgets by those several countries to meet the new conditions, freed of debt.

Do not shout, It can't be done. It can be if we so will, and world peace and prosperity will abound.

The depression in the Southern states today because of the deflation of the price of its staple cotton is traceable to the absence of a European market. England shows by her decreased importations that she is not buying from us. Belgium and France upon black bread tell us they are not buying from us, but these countries are putting into our markets the productions of pauperized labor.

How long can America stand the steel?

JOHN SEVIER ALDEHOFF.

#### Negro Bankers Association to Meet at Durham, N. C., Next Year.

The annual convention of the National Negro Bankers Association was held in the Knights of Pythias Hall at Philadelphia, Pa., last week and officers were elected for the ensuing year as follows: President, Richard R. Wright, Citizens' and Southern Bank and Trust Company, Philadelphia; first vice-president, H. A. Boyd, Citizens' Savings Bank, Nashville, Tenn.; second vice-president, C. H. Douglass, Middle City Bank, Macon, Ga.; third vice-president, W. S. Carter, Industrial Bank, Washington; secretary, Wilson Lovette, First Standard Bank, Louisville, and treasurer, C. C. Spaulding, Mechanics' and Farmers' Bank, Durham, N. C.

C. C. Spaulding is quoted by the Public Ledger of Philadelphia as saying that negro banks must not only anticipate the needs of their customers, but must make every provision and necessary outside contract and connection to protect and safeguard moneys placed in their institutions. "At present," said he, "there is no clearing-house for checks, funds or information on securities among negro banks. There is no reservoir of capital created by or for these banks to supply them with funds when imperatively needed. Therefore, it is quite evident that we should exercise the utmost caution in the operation of our institutions."

Next year the annual convention of the Association is to be held at Durham, N. C.

#### New Insurance Company for Houston.

Houston, Texas.—A charter has recently been secured for the American Provident, Houston's newest life insurance company, which begins with a capital stock of \$100,000 and surplus of practically the same amount. Officers of the new company include James Cravens, president; Kemp S. Dargan, vice-president; Rorick Cravens, secretary; Price K. Johnson, assistant secretary; C. M. Malone, treasurer; Dr. Judson L. Taylor, medical director, and H. G. Hewitt, superintendent of agents.

## New \$1,000,000 Home for Mutual Life Insurance Company, Baltimore.

The home-office building of the Mutual Life Insurance Company of Baltimore has been completed, at a cost of \$1,000,000, at the northeast corner of Charles and Chase streets. The site is directly opposite the Belvedere Hotel, in the center of a growing commercial section. The ground floor, fronting on Charles street, will be occupied by the recently organized Real Estate Trust Company, which will be the banking medium of the insurance company.

The six-story structure is of monumental proportions and classic in design, supported by eight Doric columns, 50 feet high and 8 feet in diameter at the base, weighing 150 tons each. The windows which light the floors within these column heights completely fill the intervening spaces. The Chase street entrance opens into a spacious lobby finished in bronze and marble. There are three elevators and stairways to serve the floors above. Opening upon the lobby is the company's main banking office. The upper floors are spaciously proportioned for the use of the company's various departments. The executive and medical divisions are on the mezzanine floor. On the two top floors a large auditorium is provided for business and social gatherings. A small hospital is included, along with a cafeteria and dining rooms. In the basement is the vault and security department of the bank, and large areas are reserved for record files, for printing, storage and distribution of the company's stationery. Lifts serve the floors above. The Charles street front is improved by a commodious banking office, which the Real Estate Trust Company will occupy. The bank has been equipped with all modern conveniences, including a safe deposit vault erected by the York Safe and Lock Company, York, Pa. The banking room is finished in marble.

Milton Roberts has been named president of the new company, which will do a general banking and trust business, with real estate, savings, insurance, trust and banking departments. Mr. Roberts is also president of the Real Estate Trustee, Inc., and a director of the Mutual Life Insurance Company of Baltimore. The board of directors includes:

Adelbert W. Mears of White & Co., flour; Benjamin W.

Corkran, retired; R. E. Lee Taylor of Parker, Thomas & Rice, architects; Milton Roberts, president; Samuel E. Egerton, Jr., Egerton Bros., wholesale grocers; William C. Scott, president, Maryland Biscuit Company; Alfred J. Tormey of Bentley, Shriner & Co.; Paul M. Burnett, president, Mutual Life Insurance Company of Baltimore; James D. Iglehart, physician; Fred. G. Boyce, vice-president, Mercantile Trust and Deposit Company, and Isaac S. Field, secretary, Manufacturers Record Publishing Company.

The company has a capital of \$600,000 and a surplus of \$150,000, fully subscribed.

The Mutual Life Insurance Company of Baltimore was incorporated in 1850 to conduct a general insurance business, but due to the Civil War and the unsettled condition of the country thereafter very little progress was made, and in 1870 the charter was changed limiting the company to the life insurance field, in which it continued in a very small way until 1898. In that year the company entered the industrial field in Baltimore, from which time the yearly volume of business climbed steadily. In 1905 a home-office building was erected at 210 North Calvert street, and by 1915 this structure was found inadequate, and property at 15 South street was purchased and occupied in 1917. In 1920 an office was opened in Cleveland, Ohio, and later other offices were opened in many Mid-Western and Southern cities, until now the company has 30 offices. In 1923 Western headquarters were opened in St. Louis. As business progressed the necessity for larger home-office quarters and more adequate facilities for caring for a large volume of business became apparent, and in 1925 the directors purchased the Charles street site and selected Parker, Thomas & Rice as architects. The general contract was awarded to J. Henry Miller & Co., Inc.

Among the firms who handled sub-contracts and supplied major items of construction, etc., are the following:

Canton Lumber Company, lumber; Maryland Lime and Cement Company, cement, etc.; Martin White, cinders; J. B. Dunn & Sons, tile and terrazzo; John Leone, cast stone; H. Chambers Company, painting; Jas. M. Hargest, furring labor; John R. Livezey, cork tile; Baltimore Steel Company, trench plates; Dietrich Bros., anchors; Hudson Cement and Supply Company, plastering materials; Potts & Callahan, demolition and excavation; H. E. Crook Company, heating, plumbing and electrical work; Burns & Russell Company, brick; Wm. F. Zeller, metal work; Hilgartner Marble Company, marble; Frank H. Cooper Company, Inc., structural steel erecting; Campbell Metal Window Corporation, metal windows; Hires-Turner Glass Company, glass; David M. Andrew Company, granite; Lehigh Portland Cement Company, all of Baltimore; Lehigh Structural Steel Company, Allentown, Pa., structural steel; Hecla Iron Works, Brooklyn, N. Y., ornamental iron and bronze; E. H. Frederick Company, Holyoke, Mass., kalamein work; Central Oolitic Stone Company, Bedford, Ind., limestone; York Safe and Lock Company, York, Pa., vault reinforcement; Western Waterproofing Company, Philadelphia, Pa., waterproofing; Johns-Manville Company, New York city, acoustical; Truscon Steel Company, Youngstown, Ohio, furring materials; United States Gypsum Company, Chicago, Ill., partition furring; Hyde-Murphy Company, Ridgeway, Pa., millwork; Van Kanner Revolving Door Company, New York city, revolving doors; Lombard & Ludwig, Washington, D. C., modeling; Concrete Steel Company, New York city, reinforcing steel; James D. Dempsey, Philadelphia, Pa., steel inspection; Kittanning Clay Manufacturing Company, Kittanning, Pa., face brick; Jno. K. Greene, Inc., New York, window goods.



NEW MUTUAL LIFE BUILDING, BALTIMORE.

# Rice, the World's Greatest Food.

By RAYMOND J. MARTINEZ.

The average yearly production of rice in the United States exceeds the consumption by approximately 2,500,000 pockets of 100 pounds each. This is only an indication, however, that the industry is growing faster than it can develop its domestic market and must ship its surplus to foreign countries. Having begun more than a century ago along the Atlantic seaboard, the cultivation of rice spread westward to Louisiana, where it has brought prosperity to many communities whose lands were considered more or less worthless. Even the sugar planters on the Mississippi River are now turning to the cultivation of rice, which yields abundantly on their rich alluvial soils. Louisiana now cultivates 450,000 acres of rice, which yield 14,985,000 bushels. The farm value of this crop in Louisiana alone is more than \$23,000,000, which is greater

ing to rice as a profitable crop on lands where wheat seems now to be unprofitable. The cultivation of rice has also become a large industry in California, where the yearly acreage ranges around 100,000. The yield on the fine lands of California is 51.1 bushels average.

Altogether in the United States there are approximately a million acres of land devoted to the cultivation of rice, showing a total yield of nearly 34,000,000 bushels.

The threshing and milling of this rice crop require a tremendous outlay of machinery and equipment. It is estimated that no less than 7000 threshers are required to thresh the grain, and there are 77 mills in constant operation to clean it and make it ready for the market. In Louisiana alone there are 33 mills, 17 in Texas, 12 in Arkansas, 13 in California, one in Memphis, Tenn., and one in Savannah, Ga. Missouri has no mill, but it is certain that as the rice acreage increases there milling plants will be established.

The development of the rice industry in America does not affect only the farmers and the millers, but it gives rise to another industry—that of supplying water for irrigation. There are hundreds of canals which traverse all of the rice-growing districts, and here there is a great outlay of money in pumping equipment, oil engines and electric power plants.

The question now in hand is to increase our domestic consumption of rice at a faster rate than it seems to have increased during the past several years. But this is a problem which the rice millers will surmount in time. There can be no question about that.

The per capita consumption of rice in the United States is slightly less than five and a half pounds, whereas in the Orient it ranges from 100 to 300 pounds, 93 pounds in Germany and 43 pounds in France. Our per capita consumption of meat is 154 pounds, while in the Orient, where the exact figure is not available, it can be safely set down as not exceeding five pounds. But half a century ago our per capita consumption of rice was only a fraction of a pound, and although the gain seems to be small for so long a period, it means, nevertheless, that our rice farmers are called upon to produce about 650,000,000 pounds of rice every year if they are to supply the demand of their country. As a matter of fact, they produce a billion pounds, and export that portion which is not consumed at home.

Regardless of our small home consumption of rice at present, there is little doubt that America in time will become more prominently a rice-producing country, for much investigational work has been done during the past two decades by experiment stations of three states to determine the best methods for increasing production and improving the quality of rice. The largest of these stations is located at Crowley, La., and is maintained by the United States Department of Agriculture in co-operation with the Louisiana



RICE THRESHING IN LOUISIANA.

than the sugar cane or any of the other stable crops of the state, except cotton.

Texas has produced rice for about 40 years. As far back as 1905 Beaumont milled 25.9 per cent of the total value of this state's rice crop, and rice constituted 46.1 per cent of the value of Beaumont's factory products. During that time Beaumont handled 7.4 per cent of the value of polished and cleaned rice for the United States. The rice acreage in Texas today is 168,000.

That portion of the state of Arkansas in the vicinity of Stuttgart was a comparatively poor farming country 20 years ago, but owing to the development of the rice industry there it is now reported by the United States Government to be one of the most prosperous farming districts in the country. The present rice acreage of Arkansas is 174,000, and indications are that it will be much larger next season.

Even the state of Missouri now has a considerable rice acreage. In the vicinity of Elsberry the lands on which wheat can no longer be grown at a profit are now producing from 50 to 80 bushels of rice to the acre. The average yield for the United States is 33 bushels. It has also been reported recently that some of the wheat farmers of Illinois are turn-



YOUNG RICE IN EAST TEXAS.

RICE SIX WEEKS OLD.

RICE FIELD READY FOR IRRIGATING.

State University. Here a nursery is maintained in which approximately 6000 different kinds of rices have been studied during the last 16 years and experiments are conducted to find the most effective rotation for weed control and workable methods of culture and irrigation to increase yields.

There is also a rice experiment station at Biggs, Cal., which is operated by the United States Government in co-operation with the University of California. The work there is similar to that at the station at Crowley. There is still another station at Amelia, Texas, where a great deal of work is done in connection with the growing of rice. This place is maintained by the state of Texas, and not in co-operation with the



SCENE ALONG AN IRRIGATING CANAL.

United States Government. It is not exclusively a rice station, but its findings are nevertheless of the greatest value to the rice industry of Texas.

As new varieties of rice are developed and tested as to quality and yielding capacity, the seed of those which have proved to be desirable is distributed to the rice farmers. At first the seed of the best varieties developed were given to the farmers free of cost, but as farmers are very human they placed little value upon a thing for which they paid nothing, and often this seed went to waste. The experiment stations now offer this seed at a nominal price, and naturally whoever buys a quantity sows it carefully with the expectation of profit.

The methods which are advocated by these experiment stations have greatly increased the value of the rice crop of the United States, and some day through the same agencies the value of rice as a daily article of food will be brought more convincingly to the attention of the masses. Dietitians are, indeed, far from agreed upon what foods are best for human consumption to maintain and encourage health. The physicians are at least more practical in the diets they recommend. But there are certain generally accepted theories from which both the dietitians and the physicians work; as, for instance, it is conceded by both that mineral-containing foods are conducive to health, whereas meats and starches in excessive amounts are a tax upon the human system. The fact that the matter of diet, along with other scientific questions, is before the American people probably accounts for the noticeable readjustment of our per capita consumption of various foods. Although our per capita wealth is greater than it was two decades ago, there has been during that same period a marked decrease in our per capita consumption of meat. Our consumption of white flour has decreased 10 per cent during the past five years, while, on the other hand, there has been a considerable gain in wheat milled unpolished,

fruit, dairy products, vegetables and other foods which contain minerals.

It is certain that as the American people become accustomed to planning their diet scientifically, there will be a steady increase in the consumption of rice, for there is no other food which is so easily digested and which is at the same time so nutritious. Nor is it possible to find a more sanitary food, for rice is never touched by the human hand or any germ-harboring object from the time it is harvested until it reaches the kitchen to be prepared for cooking. In the field it is protected by a husk with which it remains covered until it reaches the mill, where it is polished and put into containers by sanitary machinery.

Except in those states where it is grown, rice is used almost exclusively as a cereal, but the people of other states are lately beginning to understand that it is a substantial food which has not been attacked by the dietitians and which is recommended by the physicians. It is therefore not improbable that rice will take its place in the readjustment of the American diet and that the per capita consumption here will in time be as great as it is in France or in Germany. This will not be brought about by an economic force, but by an educational campaign, which is now on its way to teach the American people the great value of correct diet to health and long life.

#### Convention of National Tire Dealers Association—Tri-State Fair and Auto Show Also to Be Held.

Memphis, Tenn., September 25—[Special.]—Preparations are being completed for the convention of the National Tire Dealers Association, to be held in this city November 16-17-18. The Memphis Tire and Service Dealers Association has sent out more than 2500 invitations, and indications point to a large attendance.

Exhibits will be shown on the mezzanine and other floors of Hotel Peabody, where the convention will be held, and will include tires, rims and accessories in a wide range. The program will embrace technical, sales and promotion addresses, the problems of the manufacturer, distributor and retailer coming in for attention. N. A. Cook is general manager of the convention committee.

It is a matter of interest that Memphis has made signal progress in recent years in modern tire establishments. Both the retail and wholesale trades are well represented and to some extent the vulcanizing trade.

At the Tri-State Fair and Auto Show, to be held here from September 25 to October 2, it is expected that more than 150 cars will be exhibited. This exhibition, it is thought, will stimulate interest in the automobile and tire industry. E. C. Barwick has been elected president of the Memphis Automobile Dealers Association, H. W. Osoinach is manager of the auto show and Thomas Smart is chairman of the show committee.

#### Fall Shearing Near Completion.

San Angelo, Texas, September 27—[Special.]—Fall shearing of Angora goats in west Texas is practically finished. Offers of 50 to 52 cents a pound for grown hair mohair and 60 to 62 cents a pound for kid mohair are being made by buyers, with few takers. It is stated here that less than 1,000,000 pounds of 12 months spring wool remain unsold in Texas, most of it being at Del Rio and near San Angelo. No bids yet have been made on unshorn fall short wool. Contracting of short wool a year ago started around 40 cents a pound, reached 41½ cents and then dropped slowly until around 26 cents was reached late in the season.

## TO ADVERTISE DEVELOPMENT POSSIBILITIES OF TEXAS.

### Business Leaders of State Organize Advertise Texas Committee—Plan \$500,000 Expenditure in First 18 Months.

Waco, Texas, September 25—[Special.]—Possibilities for the development of Texas industrially, commercially and agriculturally will be outlined in plans formulated by the Advertise Texas Committee, composed of business leaders in every section of the state. This committee proposes to advertise the possibilities the state has to offer to capital and to labor, and for the advantageous location of industrial enterprises. Definite plans were agreed upon at a meeting of the committee at Houston on August 28, which provided for the immediate opening of headquarters and the inauguration of a campaign.

The movement had its inception at a convention several months ago of the Associated Advertising Clubs of the World, Tenth district, resulting in a conference of business leaders from many Texas towns and cities. As a result of this conference the Advertise Texas Committee was named. W. V. Crawford of Waco is chairman of the executive committee and managing director of the campaign.

It is proposed to raise \$500,000 to cover the cost of the campaign for the first 18 months, expenditures to be under the direction of a chartered corporation. The proposed campaign will be based on a thorough and scientific survey of the resources of the state.

In addition to the executive committee, a strong advisory committee has been formed, with John W. Carpenter of the Texas Power and Light Company, Dallas, chairman. This committee consist of 18 men, widely scattered over the state, including the following other than Mr. Carpenter: J. A. Kemp, Wichita Falls; W. V. Crawford, Waco; Gus W. Taylor, Tyler; Ben E. Keith, Fort Worth; Ernest Thompson, Amarillo; George W. Fry, Abilene; H. P. Hadfield, El Paso; Lutcher Stark, Orange; Eugene H. Blount, Nacogdoches; H. B. Seay, Mercedes; Porter A. Whaley, San Antonio; Jas. P. Simpson, Dallas; Will C. Hogg, Houston; E. L. Ashcroft, Sulphur Springs; J. C. Kennedy, San Antonio; J. G. Holtzclaw, Beaumont; Harry Rogers, San Antonio.

Members of the executive committee, in addition to Mr. Crawford, include Eugene H. Blount, Nacogdoches; Porter A. Whaley, San Antonio; Fred E. Johnston, Dallas; J. G. Holtzclaw, Beaumont; Ralph W. Morrison, San Antonio; W. N. Blanton, Longview; J. A. Kemp, Wichita Falls; John H. Shary, Mission; John W. Carpenter, Dallas; Homer D. Wade, Stamford.

### New Company to Produce Sheet-Glass Products.

Kingsport, Tenn.—Plans are being made by the Blue Ridge Glass Corporation, organized last December, for beginning production here of sheet-glass products, to include rough and polished wire glass, rough rolled and hammered glass and ornamental and figured glass in principal designs. The company has purchased the Kingsport plant of the Corning Glass Works of Corning, N. Y., and after making extensive alterations to the furnaces and installing equipment, it expects to commence the manufacture of its products under the general management of Dr. F. F. Shetterly, who was formerly in charge of this plant and more recently directed the development and manufacture of Pyrex products at Corning.

Experienced personnel will be brought from France to assist in the introductions of special processes of manufac-

ture. Officers of the company include Lucien Delloye, director general of Societe de St. Gobain, Chauny et Cirey, Paris, France, chairman of the board; Alexander D. Falck, president of Corning Glass Works, president; Eugene Gentil, chief engineer, of St. Gobain, first vice-president; Amory Houghton, second vice-president, and William H. Curtiss, secretary, both of Corning Glass Works; Robert Ingouf of St. Gobain, treasurer. Joseph H. Lewis, formerly of the engineering staff of the Corning Glass Works, will be plant engineer of the new company and Daniel A. Loupe, formerly in charge of credits and collections for the same company, will be chief accountant.

### Waco Votes \$3,500,000 for Water Supply.

Waco, Texas.—A proposition to issue \$3,500,000 of bonds for the Lake Bosque project has been approved by voters of this city, six wards out of ten giving majorities in favor. The project was supported by the municipal water board, of which Cecil C. Shear is chairman, and the Lake Bosque Club, of which W. E. Darden is president. It is the purpose of the city to create a large lake on the Bosque River, which will serve as a reservoir for impounding an adequate water supply.

### National Laundry Owners to Meet.

Memphis, Tenn., September 25—[Special.]—Final preparations are being made for the annual convention of the Laundry Owners National Association, to be held at the Auditorium here from October 4 to 8. About 30,000 square feet of floor space will be available for exhibits, and it is anticipated that some 3500 representatives of the laundry interests of the country will be present. A delegation of British laundry owners is expected as guests; there will also be representatives of the trade from Canada.

George E. Fern, manager of the exhibits, indicates that the display will surpass that of all former conventions. W. A. Johnson of Galveston is president of the association and W. E. Fitch of La Salle, Ill., vice-president and general manager. Hotel Peabody will be official headquarters of the convention.

### Repeater Stations on Long-Distance Telephone Rates.

Motoring through the country these days, many a traveler glances admiringly at certain spick-and-span buildings that have sprung up here and there, and frequently he asks "What's that for?" of his fellow-tourists. If any of them are posted as to telephony, the answer comes: "That is a long-distance repeater station."

Located along the routes of the steadily increasing long-distance cables, and spaced approximately 50 miles apart, these trim brick buildings are housing equipment that keeps the nation's speech arteries pulsing at high effectiveness. Under their roofs telephone repeaters, or voice amplifiers, play a vital part in strengthening and sending on to the next station the electric currents. On all sides delicate instruments enable electrical measurements to be made on circuits temporarily in trouble so that a tester can tell how far from his station any particular trouble is located.

Some of the large cables have as many as 250 repeaters in each station. There is also miscellaneous equipment, such as that for ringing on the circuits, simultaneous telephone and telegraph operation, telegraph repeaters, and so on. There is also power equipment, direct-current generators supplying the power necessary to operate the telephone apparatus. A large storage battery is so connected that in the event of a failure of the commercial source of power this battery would

operate the telephone apparatus. Where conditions warrant it a gas or kerosene engine is installed, ready at any moment to drive the generators.

On the New York-Chicago cable route alone there are 17 repeater stations.

### Will Vote on \$1,000,000 Port Bonds.

Houston, Texas.—At the request of the Port Commission, an election on a bond issue of \$1,000,000 for the improvement of port facilities here has been called by the Harris County Commissioners. The date of the election has been fixed for November 2, which is also the date of the general election.

### Contract for \$200,000 Office Building.

San Antonio, Texas.—General contract has been awarded by the National Bank of Commerce to the Sumner-Sollitt Company of this city for the erection of a five-story office building here, to cost about \$200,000 exclusive of furnishings and equipment. The structure will be 106 by 48 feet, of concrete, brick and tile, with Barrett roof. Adams & Adams are the architects and W. E. Simpson & Co. engineers, both of San Antonio.

### Wallpaper Colors From Southern Clays.

For some time Southern clays have been used as fillers in the manufacture of wallpaper. Recently Prof. George W. Carver, the ingenious colored chemist and investigator of the Tuskegee Normal and Industrial Institute, the great colored school of Tuskegee, Ala., has been doing research work looking to the utilization of Southern clays in the manufacture of colors for wallpaper.

Professor Carver writes that he is engaged in some entirely new investigations, that of making colors from native Southern clays for use in the decoration of wallpaper; he reports that over 22 pieces have been finished, and said:

"I see visions of another and more extensive use of our wonderful, vari-colored clay deposits."

An expert decorator, after examining the samples produced by Professor Carver, pronounced them to be marvelous in their softness and beauty.

### Story of the Corrugated Iron Culvert.

"An Anniversary of Significance, 1896-1926." This title appears on the front-cover page of a most interesting pamphlet, published by the Armclo Culvert and Flume Manufacturers Association, Middletown, Ohio. It tells the simple but entertaining and instructive story of the invention of the corrugated metal culvert by James H. Watson, a sheet-metal manufacturer of Crawfordsville, Ind., whose patent was granted May 5, 1896. The great value of this invention, which is widely applied in railroad and highway construction, is now known throughout the world.

It seems that Stanley Simpson, then city engineer at Crawfordsville, observing a druggist enclose glass bottles in corrugated pasteboard, thought that corrugations might be applied to metal to keep sewers, culverts, drains, etc., from being crushed. He consulted his friend Mr. Watson and both men began work on the idea. At first they applied the corrugations lengthwise of the pipe and results were disappointing, so Simpson abandoned the subject. But Watson finally hit upon the idea of making the corrugations run around the pipe instead of lengthwise. This was successful and he applied for the patent. He assigned a one-half interest to Simpson, which the latter retained until he was bought out by Watson's immediate successor, who was W. Q. O'Neill, to whom, it is said, more than to anyone else is due the successful career of the corrugated iron culvert.

### Big River and Rail Terminals Now Under Way at Helena, Ark.

Helena, Ark., September 15.—The river and rail terminals under construction here are about 65 per cent complete and will be ready for operation by the Mississippi-Warrior Barge Line service at some time between October 15 and November 1. Joint rates will be arranged through these terminals between the Mississippi-Warrior service and the Missouri Pacific, the Illinois Central and the Missouri and North Arkansas railroads.

This terminal is the only one now under construction or in operation on the west bank of the river. Because of this fact traffic heretofore interchanged between rail and river destined to or coming from points west of the Mississippi through any of the existing terminals has had to stand an additional amount in the rate for the river crossing. This extra cost on carload traffic ranges from 1 cent to 3 cents per 100 pounds, or an average of \$7 per car. The Helena facilities will represent the latest developments in river terminal construction, the engineer in charge having profited by experience at other points. Efforts now are being made to locate a grain elevator of 250,000 bushels capacity at Helena for the handling of export grain from Kansas, Missouri and Oklahoma points via the Missouri Pacific and the Missouri and North Arkansas railroads to Helena. A large amount of ore from the Missouri fields destined for export also may be routed this way. The establishment of river and rail transfer at this point will provide a great saving in transportation costs to all points in Arkansas west of Helena as well as to southern and southwest Missouri, Kansas, Oklahoma, northern Louisiana and part of Texas. This fact is recognized by business interests in these sections, and plans now are being made to take advantage of the lower rates with the opening of the service.

A saving of approximately \$3.20 per ton will be effected on cotton shipped to New Orleans from all Arkansas points. The saving on sugar will be about \$1.60 per ton between the same points. Merchandise, second-class, handled through the terminal will be benefited to the extent of \$4.60 per ton. A large quantity of the rice and cotton raised in Arkansas will be handled hereafter in this manner. Helena is the head of high-water navigation during periods of low water.

The firms engaged in building this project are as follows: Kaucher, Hodges & Co., Memphis, Tenn., general construction; Bartholomew Barry Company, Helena, grading; Link Belt Company, Chicago, Ill., machinery; Fowler Electric Company, Memphis, electrical work; St. Louis Truck and Manufacturing Company, St. Louis, Mo., warehouse trucks; International Steel and Iron Company, Evansville, Ind., structural steel; United States Gypsum Company, Chicago, Ill., roofing; Helena Sheet Metal Company, Helena, sheet metal work, and C. B. Lyons, Helena, brick work. Walter F. Schulz, Memphis, is the engineer.

### Sulphur Effective Against Cotton Hopper.

For a number of years there has appeared in certain localities in Texas a cotton disease characterized by blasting of the very small squares, an abnormal type of growth, and often the excessive growth of the main stem, says the United States Department of Agriculture. Results of experiments point to the cotton hopper, or so-called "cotton flea," as the probable cause or carrier of the disorder, according to the Department, which adds:

"The most effective material found for destroying the cotton was superfine dusting sulphur, which apparently can be applied in unlimited quantities to cotton without injury to the plant's. Neither Bordeaux mixture, free nicotine nor nicotine sulphate was effective in controlling the insect."

## NEWS AND VIEWS FROM OUR READERS

[Publication in this department of letters from our readers does not mean that we either approve or disapprove the views expressed. We believe in a full and frank discussion of the mighty questions of the hour, for only in this way can the truth be found. Therefore, we often publish letters with which we do not agree.—Editor Manufacturers Record.]

### Believes Southern Railway Made a Mistake— Favors Ford for Muscle Shoals.

H. H. MANGUM, Memphis, Tenn.

On page 65 in the MANUFACTURERS RECORD of September 16 I have read with much interest your article "The South Should Invest in Its Own Securities," in which you quote from an advertisement by the Southern Railway, "The Southern Railway Should Be Owned in the South."

I have before me copy of a letter written three years ago by me to the president of the Southern Railway, in which I suggested this very thing and offered to place all of the common stock with the employes and patrons of the Southern that I could buy in the open market. At that time the common stock, which had never paid a dividend, was selling under 25, at times dipping under 20. For 30 years, as a former employe of the Southern, I had been watching its progress and felt that the time was ripe for the initiation of dividends. In reply Mr. Harrison merely thanked me for the interest manifested.

There is little or no hope now that any purchaser of Southern Railway common stock, selling around 130, will get the benefit of any increase in the price of the stock. The yield now, with a \$7 dividend, is about 5.4 per cent. Had Mr. Harrison lent a sympathetic ear to my suggestion of three years ago, thousands of employes and patrons would have profited enormously through purchase of stock, and as a result felt a most kindly interest in the Southern and its future.

I must also add that about one year before writing Mr. Harrison, when Southern common was selling at 18, I wrote to Mr. Ford, calling his attention to the strategic value of the road to him in the event Muscle Shoals was awarded to him under his bid, and the enormous profits that would accrue to him when the common stock rose to par, as it was sure to do within the next five years. At that time Mr. Ford could have secured 51 per cent of the stock for \$11,016,000, and as pointed out to him, a connection made through the Cincinnati gateway with his Detroit, Toledo and Ironton Railroad by the building of a very short connecting link. Mr. Ford merely acknowledged receipt of the letter.

I cannot help but think that a tremendous change would have been wrought in the economic future of the South had Mr. Ford secured Muscle Shoals and obtained control of the Southern Railway, for Mr. Ford above everything else believes in the development of the territory in which his industries lie. Alabama and not Michigan might now be the automobile center of the world. The east-central South and not the east-central North would have become the industrial center of the United States.

May I, therefore, express the opinion that the greatest blunder made by the Southern states since the secession movement was their failure to bring Mr. Ford to Muscle Shoals?

Bonds in the amount of \$250,000 have been sold by the Washington Suburban Sanitary Commission, Washington, D. C., to the Guaranty Company and the Bankers Trust Company, both of New York, at 98.8096, the bonds to bear an interest rate of 4½ per cent.

### A Farm Colony Plan Backed by the Local Chamber of Commerce.

ROBERT KELSEY, Secretary, Chamber of Commerce, St. Cloud, Fla.

For the first time in the history of the present farm movement in Florida a chamber of commerce has actually undertaken the supervision and direction of a farm colony. This action by a semi-public body, directly responsible for the good name of the city and the development of that city's back country, has a great significance. All question of selfish speculation in land values is eliminated. Any doubt as to the fertility of the soil is dispelled by repeated tests of the county agricultural agent, a state and county officer. Any uncertainty as to the actual clearing of the land for the new settler is done away with. The honor of the Chamber of Commerce and the reputation of the city of St. Cloud are pledged to the success of the project. The land itself is turned over to the newcomer at cost; the clearing and preparation is on the same basis. There are no commissions paid for the selling. Every known safeguard that human ingenuity can devise has been thrown around the St. Cloud Chamber of Commerce Farm Colony for the benefit of the settler.

The land selected is not out in the woods. On the contrary, it is but four miles from the center of the city of St. Cloud, and a portion of it fronts on the main highway (State Highway 24) between that city and the East Coast. Each highway is connected with this highway by a graded road to provide adequate transportation. The churches, schools, stores and places of amusement in St. Cloud are less than a half-hour's ride from any part of the colony.

Soil tests show that any crop that can be raised in the state, from strawberries to celery, with all the intermediate truck products, can be grown to advantage on the colony land. Portions are available for citrus as well. Poultry thrives in this section, and St. Cloud offers an excellent market for poultry products as well as products from dairying. The pleasure resorts on the East Coast are available. The services of the colony agricultural agent may be had at all times and at no cost to the farmer, and the Chamber of Commerce maintains an excellent farm bulletin bureau. A farm colony means collective buying, thereby reducing the cost of operation. It means collective selling, thereby securing the best possible transportation rates.

The costs to the farmer based on a 10-acre tract are as follows: The clearing expense, which includes the building of a graded road to every farm, plowing, harrowing, discing and draining where necessary—in short, the placing of the land in complete readiness for the planting of the first crop—is \$100 an acre, or \$1000 for a 10-acre tract. Half of this sum is payable on the signing of the contract and the other half on the completion of the work by the clearing contractor. We protect the settler still further; this money is to be deposited in one of the local banks, and will only be paid out to the contractor upon the certification by the Chamber of Commerce that the work has been done properly.

Once upon the land, the farmer has no more payments to make for a period of three years, except the annual taxes. The land is priced at \$150 an acre, or \$1500 for a 10-acre tract, and this sum is divided into five payments of \$300 each, payable at the end of each year, beginning with the end of the third.

## THE IRON AND STEEL SITUATION

### Steel Production Steady Throughout Year.

Pittsburgh, September 27—[Special.]—The month now closing has shown no material change from August in the matter of steel bookings and steel production. August production of steel was about 10 per cent above that of July, the low month of the year. The outstanding feature of the steel trade this year has been its steadiness, the high month, March, being only 8 per cent above the average, with the low month, July, 6 per cent below the average. In 1924 March was 37 per cent above the year's average and July 39 per cent below the average.

On account of this steadiness a very large tonnage is being rolled up without any strain. The average operating rate in the nine months of the year is about 86 per cent, computed from the assumed steel-ingot producing capacity, the tonnage in the nine months being about 11 per cent above that in the same period of last year.

There are no very definite predictions as to mill operations in the remainder of the year, but the more common view seems to be that there will be a slight decrease. Presumably this reflects the conservatism the trade has exhibited for more than a year, production having been more often than not above the predictions. There is no sign visible, however, of decreasing activity. In some lines there will be decreases toward winter, but in each of the past two years there has been increased buying late in the year, as shown plainly by increases in the Steel Corporation's unfilled tonnage.

At the midsummer date lettings of fabricated structural steel contracts seemed to be on the wane, but the regular report for August just issued shows the month to have had the largest tonnage of lettings since the war, with the single exception of October of last year. Comparing the first eight months of this year with the first eight months of last there is a decrease of 2 per cent in the bookings of fabricating shops and an increase of 7 per cent in the shipments. There are predictions now that building operations are going to decrease. Precisely similar predictions late last year have been proved erroneous by the course of affairs since then. The Dodge reports show gains quite similar to those shown by fabricated steel.

After six months of inactivity freight-car buying seems to be starting afresh. The American Refrigerator Transport Company has placed 2000 refrigerator cars, while the Chicago and Northwestern has authorization for the purchase of about 2500 freight cars. Small orders reported in the week total 600 cars, and there are various small inquiries in the market. Steel shipments for building cars have been very light of late, and any sizable buying of cars will mean heavier movement of steel in that quarter. There is a steady and fairly large movement of steel for freight-car repairs.

Production of passenger automobiles in the United States in the first eight months of the year was 2,765,369, or 14 per cent increase over the same months of last year. The apparent gain is partly fictitious on account of the interruption in Ford production in August of last year, the loss being afterward made up. Making allowance for this, there is about a 7 per cent gain this year.

Fabricated structural steel, freight-car building and production of automobiles and trucks, taken together, fall quite short of showing an increase this year over last equal to the 11 per cent increase in total production of steel. They account for less than 30 per cent of the steel, and the other classes combined have therefore had more than 11 per cent

increase. Oil and gas well drilling has consumed much more steel this year than last, and there has probably been a substantial gain in agricultural-implement production.

Nearly all sheet mills have marked up their prices by \$2 a ton on blue annealed, black and galvanized sheets, following recent stiffening in the market. With business previously on books and orders entered on the eve of advances, buyers generally will probably be fairly well covered for the fourth quarter without paying the newest prices.

The valley pig-iron market is stronger, Bessemer being up fully 50 cents, with foundry iron in line to follow.

### Demand Maintained for Pig-Iron.

Birmingham, Ala., September 27—[Special.]—The fourth quarter of the year will have requirements for pig-iron to warrant steady production of foundry iron. Quotations are being maintained on the \$21 per ton base, No. 2 foundry, though larger consumers have persistently held off from buying in any considerable quantity. The larger melters have regarded the iron market as being artificially bolstered up, while, on the other hand, the statement is made that small-lot sales, numerous in the past few weeks, call for much iron and that delivery will go into the fourth quarter for a while. The Gulf States Steel Company has its blast furnace at Alabama City, near Gadsden, back in operation on basic iron. This brings the blast-furnace operations on basic to 11, while one furnace is on special iron. Twelve furnaces are on foundry iron, and while the larger consumers have been slow in coming into the market, no plans are known as yet looking to a curtailment of the make in the near future.

Small-lot sales recently and the active delivery of iron has had the effect of cutting a little into the surplus stock, and the fourth quarter of the year will start with a less amount of iron on hand than some have estimated. Survey of the probable requirements still holds optimistic, the cast-iron pressure-pipe makers seeking warrant for active production of their wares for some time. In fact, one of the larger producers of cast-iron pipe has announced that orders for centrifugal pipe will be accepted carefully, inasmuch as sales have been made in such quantity that there is some apprehension as to delivering on time. Pipe prices are weak and normal demand is not reported. Much iron is going into pressure pipe and the stock on yards of these melters has dwindled considerably recently. Soil pipe and fittings lag again and there is a decline in the quantity of iron being melted in this direction. Foundries and machine shops also report a little lagging in their trade. Stove foundries are active and statement is made that Southern stove manufacturers will market more of their product this year than ever before in a season.

Future prospects in the pig-iron market are bright. The two large blast furnaces being erected by the Tennessee Coal, Iron and Railroad Company at Fairfield, which are to manufacture basic iron, will have a daily output of 600 tons each. The Sloss-Sheffield Steel and Iron Company in relining and repairing its No. 4 blast furnace at North Birmingham, maker of foundry iron, increased its output around 75 tons daily. The No. 3 furnace at North Birmingham is also being relined and repaired, and similar increase in make will be noted, this work to be finished within the next three or four weeks. The Sloss-Sheffield Steel and Iron Company will be ready to operate its new blast furnace at the city group of furnaces by March 30 next, and the output will be more than 100 tons greater than the present city furnaces. The Woodward Iron Company is giving to the Tennessee Company the entire output of one of its furnaces. The Tennessee Company has purchased four additional hot pots for hauling

molten metal from furnaces to open-hearth mills and has given an order for four locomotives to the American Locomotive Company, to be used by its own railroad and its subsidiary, Birmingham Southern. Authoritative announcement is made that a new shaft has been sunk at the Hamilton Slope coal mines, and the daily production of coal at this point will be around 3500 tons. In addition, a number of houses for employees will be built at this point.

The steel mills of the district are continuing their activity and production in various shapes is being maintained at a high pace. Rail is being produced to the maximum of the mill at Ensley and there is shipment just as active. Sheet, plate and other shapes are being produced steadily and there is good demand. In the immediate territory there will be call for a very large quantity of rail. The storm recently in and around Pensacola and Mobile will bring about rail requirements. Other shapes of steel are being supplied as the rehabilitation is under way.

The Birmingham district was called upon for considerable material in repairing damage in Florida and the southern part of Alabama, hundreds of carloads of blast-furnace slag alone being taken from this immediate section.

Cast-iron pressure-pipe prices are still weak, being held at \$30 to \$40 on 6-inch and over pipe. Make is at maximum and shipments equal to the output.

Coal production is being steadily increased, much fuel being furnished larger consumers, railroads in particular, while domestic coal requirements are increasing. The hurricane in Florida disturbed the bunker-coal situation some, the storm damaging tipplers along the Gulf and coast considerably.

Coke market in Alabama is strong. Prices range between \$5.50 to \$6 still on the sized foundry coke, while domestic coke is lower. The Tennessee Coal, Iron and Railroad Company is pushing the work on its 77 additional by-product ovens at Fairfield, while plans are being worked on for 100 additional ovens at other plants.

The old-material market in Alabama is still quiet. Pig-iron and iron and steel scrap quotations follow:

#### PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$21.00; No. 1, foundry, 2.25 to 2.75 per cent silicon, \$21.50; iron of 2.75 to 3.25 per cent silicon, \$22.00; iron of 3.25 to 3.75 per cent silicon, \$22.50; iron of 3.75 to 4.25 per cent silicon, \$23.00; charcoal iron, f. o. b. furnace, \$30.00.

#### OLD MATERIAL.

Old steel axles	.....	\$17.00 to \$18.00
Old iron axles	.....	17.00 to 18.00
Old steel rails	.....	13.00 to 14.00
Heavy melting steel	.....	13.00 to 14.00
No. 1 cast	.....	16.50 to 17.00
Stove plate	.....	14.00 to 14.50
No. 1 railroad wrought	.....	12.00 to 13.00
Old car wheels	.....	16.00 to 17.00
Old tramcar wheels	.....	16.00 to 17.00
Machine shop turnings	.....	8.00 to 8.50
Cast-iron borings	.....	8.00 to 8.50
Cast-iron borings (chem.)	.....	15.50 to 16.50

### International Welding Exposition.

An international welding exposition will be held in connection with the annual fall meeting of the American Welding Society in Buffalo, N. Y., from November 17 to 19, inclusive. The exhibit, which will open the day preceding the meeting of the society, will consist of a large variety of welded products. It is anticipated that there will be several thousand people in attendance at the various technical sessions, inspection trips, committee meetings and exhibits, including representatives from all parts of the United States and Canada. M. M. Kelly is secretary of the American Welding Society, with offices at 32 West 39th street, New York.

The Kingston-Pocahontas Coal Company, Inc., of Hemphill, W. Va., has awarded contract to the Roberts and Schaeffer Company of Chicago for the construction of a coal tipple at Exeter, W. Va.

## RAILROADS

### FREIGHT TRAFFIC GREATER THAN EVER BEFORE.

#### Railroad Equipment in the Best Condition to Move Even Larger Business.

The railroads this year are not only carrying the greatest freight traffic in their history, but are rendering to the shipping public the best service it has ever received from a transportation standpoint, according to a report submitted by the Car Service Division of the American Railway Association to the board of directors of the association, which met in New York September 24.

The volume of traffic on the basis of the number of cars loaded with revenue freight outstrips all previous years, but this record freight movement is being handled without car shortage or other transportation difficulties.

For the first 37 weeks this year, according to the report, 36,881,938 cars were loaded with revenue freight, an increase of 1,208,646 cars, or 3.4 per cent, over the best previous record made during the corresponding period last year. It also was an increase of 3,344,796 cars, or 10 per cent, over the corresponding period in 1924. The total for the first 37 weeks this year also exceeded by 1,177,552 cars, or 3.3 per cent, the estimate made last spring by the Car Service Division as to what freight traffic would be for that period in 1926.

Not only are fewer locomotives and freight cars in need of repair this fall than at any time in the past four years, but the railroads have approximately 5600 serviceable locomotives in good repair and in storage, while they also have nearly 142,000 surplus freight cars in serviceable condition, which can be placed in use whenever needed. This situation has been made possible by a continued increase in efficiency in operation that in turn reacts to the benefit of the public.

Class 1 railroads on August 1 this year had 1366 fewer locomotives than on January 1, 1923, but despite this decrease in the number of units there was an actual increase of nearly 10 per cent in the average tractive power of those locomotives. There is, however, an increase of 37,904 in the number of freight cars owned, the average capacity on August 1 this year being 45.06 tons, or an increase of nearly 5 per cent compared with January 1, 1923.

In the record freight traffic that has been handled this year loading of every commodity shows an increase over last year, except livestock and forest products. Loading of revenue freight for the week ended on September 11 totaled 1,031,081 cars, but owing to the observance of Labor Day this was a decrease of 120,265 cars under the preceding week when loadings were the heaviest for any one week on record, amounting to 1,151,346 cars. This was the sixteenth week so far this year that the million mark has been exceeded. Compared with the corresponding week last year, which also included Labor Day, the total for the week of September 11 this year was an increase of 55,582 cars.

### Pennsylvania Railroad's Big Rail Order.

The Pennsylvania Railroad has ordered 40,000 tons of rails, of which it is understood the Carnegie Steel Company will make 20,000 tons, the Illinois Steel Company 8000 tons and the Bethlehem Steel Company the remainder. It is also reported that the Pennsylvania is asking bids until October 4 for 160,000 tons of open-hearth rails, with option to increase the order to 200,000 tons.

## SOUTHERN RAILWAY ORDERS TELEPHONES.

### Increased Use of New Dispatching Methods on System and Throughout the Country.

The use of the telephone for dispatching trains, displacing the telegraph, will be extended by the Southern Railway system over two of its important lines, viz., Meridian, Miss., to New Orleans, La., 202.2 miles, and Asheville, N. C., to Spartanburg, S. C., 69.4 miles. This will increase the Southern's telephone system to 2363 miles of road, according to an official announcement. Authority has been given for the construction of the necessary circuits and the installation of telephone equipment. Material has been ordered and construction will be begun as soon as it is received and forces can be organized.

The telephone has a number of advantages over the telegraph for dispatching trains. It is faster and more accurate and affords opportunity in times of emergency for dispatchers to talk directly to train conductors. Its use on the Southern has been found so satisfactory that it has been extended over nearly all lines handling heavy traffic.

Greater use is now being made of the telephone in the operation of the railroads of this country than ever before, and this has contributed substantially to the efficiency with which the rail carriers are being operated, according to a report submitted at the opening of the annual convention of the telephone and telegraph section of the American Railway Association at Swampscott, Mass., on September 21.

Class 1 railroads in 1925 had 132,850 miles of telephone lines used for the transmission of train orders, an increase of more than 13,000 miles compared with 1920. Telegraph lines used for such purposes in 1925 totaled 121,521 miles, a decrease of more than 13,000 miles compared with 1920.

On account of the increased efficiency and greater ease in handling train operations with the telephone, it is possible for a dispatcher to handle a longer length of railroad than with the telegraph with little or no increased effort. In some busy signal towers, especially at terminals where there are heavy train movements, requiring an operator and a leverman, the use of the "loud speaker" enables the leverman to keep posted constantly and to anticipate certain train movements so that he can more quickly line up his movements when directed by the operator, thus saving seconds or minutes which are important. Under certain conditions this increase in the efficiency of the existing facilities is equivalent to increasing the tracks under the old methods.

The portable telephone is used extensively on motorcars by section men, bridge and building gangs and others, and has been responsible for improving their efficiency. Very appreciable economies are effected by the use of the telephone at unattended block offices, from which train crews are able to report direct to the dispatchers and receive their orders.

### C. S. Churchill Retires From Norfolk & Western Railway.

Charles S. Churchill, vice-president in charge of purchases, real estate and valuation of the Norfolk and Western Railway, who retired from active service with that system on September 30, after over 40 years of railway service, has announced that he will take up the practice of his profession of engineering, specializing in consultation, valuation and appraisals, ventilation and construction. He will have offices in the Liberty Trust Building at Roanoke, Va. Mr. Churchill, who was born at New Britain, Conn., September 22, 1856, began his engineering career about 1880, and after connection with several other railroads entered the service of the Nor-

folk and Western in May, 1888, as engineer in charge of surveys for the Ohio extension, under W. W. Coe, chief engineer. In 1903 he had advanced to the post of chief engineer. His rise to the position of vice-president was uninterrupted. He is recognized as an authority on tunnel ventilation. He had charge of the ventilating of the great Hudson River and East River tunnels of the Pennsylvania Railroad at New York city, besides other large and important tunnel works.

### Missouri Pacific Railroad to Extend to Mexican Connection.

Austin, Texas, September 26—[Special.]—In keeping with plans for rounding out its system in southern Texas, the Missouri Pacific Railroad Company will extend its San Antonio, Uvalde and Gulf line from Crystal City to Eagle Pass and from Fowlerton to Three Rivers, a total of 84 miles, if the Interstate Commerce Commission grants its application to be filed for a permit to build the extension, according to information received by the Texas Railroad Commission. At Eagle Pass the extension will intersect the National Railways of Mexico that runs to Torreon and to Monterey; also, it will intersect with the Southern Pacific Railway. The fact that it will give the Missouri Pacific Railroad access to another international gateway is important. By filling in the gap between Fowlerton and Three Rivers a new and direct line will be obtained between Eagle Pass and the new deep-water port of Corpus Christi. The preliminary survey has been made.

### Virginian Runs First Electrically Operated Coal Train Through to Roanoke.

Electric operation has replaced steam for the movement of big coal trains on the Virginian Railway between Roanoke and the West Virginia coal fields around Elmore, W. Va., a distance of 132 miles. The completion of this electrification was distinguished by the movement September 18 of a huge trainload of high-grade smokeless coal weighing 9040 tons, which was pulled by one of the Virginian Railway's great electric locomotives all the way from Clark's Gap west of Princeton to Roanoke, 118 miles.

From Elmore eastward to Clark's Gap, about 14 miles, there is a grade of over 2 per cent and on this part of the road 6000 tons were moved by two of the electric locomotives at a rate of 14 miles per hour, which is described as twice as fast as was done with three steam Mallet-type engines. At Clark's Gap the electric locomotive at the back of the train was detached and the tonnage was increased to 9040 tons and the single locomotive handled the train from there down to Roanoke. It is stated that a constant speed of either 14 miles per hour or 28 miles per hour was maintained, the gear of the electric locomotive being such as to assure one or the other of these speeds regardless of operating conditions. On a descending grade of 1½ per cent east of Princeton the engine alone held back the train without using the brakes and the speed there was 14 miles per hour.

The electrification of the road cost \$15,000,000. It was done by the Westinghouse Electric Company through Gibbs & Hill of New York. The American Locomotive Company in co-operation with Westinghouse built the engines.

### E. M. Durham, Vice-President.

E. M. Durham, Jr., has been made vice-president of the Missouri Pacific Railroad, also of the Gulf Coast Lines and the International-Great Northern Railroad of Texas, which are in the Missouri Pacific system, with headquarters at St. Louis, Mo. Previously for several years he was assistant to the president.

### A Florida Railroad to Be Improved and Extended.

According to a press report from Chipley, Fla., where the headquarters of the road are located, A. E. De Mayo of New York, who recently purchased at the receiver's sale the Birmingham, Columbus and St. Andrews Railroad, 38 miles long from Chipley to Southport, Fla., proposes to build extensions from Southport to Panama City, Fla., and from Chipley to Enterprise, Ala. This is also stated by advices received by the Florida State Chamber of Commerce at Jacksonville.

It is further noted that Mr. De Mayo, who holds all of the outstanding bonds of the railroad, has been investigating conditions surrounding the property and has determined to rehabilitate it and also enlarge its capacities. The extension to Panama City, which is on St. Andrews Bay adjacent to the Gulf of Mexico, would be about 10 miles long, while that northwest from Chipley to Enterprise would be 30 or 40 miles long.

### Automatic Safety Signals on Pennsylvania Railroads.

It is announced that the Pennsylvania Railroad system is spending \$8,000,000 for the installation of safety signals. This includes the train-control system, with locomotive cab signals and what is called a "stop and forestaller" device which has been completed on the main-line tracks between Baltimore, Md., and Harrisburg, Pa., a distance of 85 miles. This particular installation involved the equipment of about 150 locomotives with electrical and mechanical apparatus to operate the system in connection with electrical circuits on the tracks.

The engine cab signals repeat for the engineer and the fireman, respectively, the indications given by the signals that are displayed on poles alongside of the tracks or else on the overhead signal bridges, as the case may be. The attention of the men on the engine is called to the changes in the signals by a whistle also in the cab so that they may not fail to look at the signal indicators on the engine. Each man thus receives a separate warning.

The present program for installation of these new-type signals includes the Pennsylvania's main line from Harrisburg to Altoona, Pa., 131 miles; the main line from Camden to Atlantic City, N. J., 60 miles; also the main lines from Pittsburgh, Pa., to Columbus, Ohio, and the main line from Columbus to Indianapolis, Ind. When all this program is finished there will be about 1150 locomotives equipped and also 1530 miles of track with the new signal system. If the engineer fails to regard a danger signal and operate the forestaller, the airbrakes will be automatically applied to the train.

### Woolen Company Building \$200,000 Addition.

Martinsburg, W. Va.—Construction has been started on a \$200,000 addition to the plant here of the Berkley Woolen Company, which will permit an increase in production of approximately 20 per cent. The new addition will be of brick, 160 by 60 feet, four stories and will adjoin the main factory building. Excavation and foundation work is nearing completion and it is expected that bids will soon be invited for the superstructure. The present equipment of 82 looms will be increased to 100, it is said.

### 10,000-Spindle Mill for Wichita Falls.

Wichita Falls, Texas.—Plans are in progress and bids will be received at once, it is announced, for the erection of a 10,000-spindle cotton mill here for the Western Textile Corporation of this city, of which D. C. McIntire is the principal owner. The plant will be fireproof, of reinforced concrete, brick and tile construction, and is estimated to cost \$350,000.

## TEXTILE

### SILK MANUFACTURING INDUSTRY FOR GEORGIA.

#### Big Mill to Be Constructed at Elberton by New York and Pennsylvania Interests.

Elberton, Ga., September 25—[Special.]—Clement S. Ucker, director of the Seaboard Air Line Railway development department, has announced that a large silk-weaving mill will be built at Elberton. This enterprise will be financed by the Susquehanna Silk Mills and allied interests of New York and Pennsylvania. Contract for the erection of the mill has been let to the A. K. Adams Construction Company of Atlanta, and calls for its completion in 70 days. The main factory building of the first unit will be 70 by 370 feet, two stories high, and will employ 200 persons to begin with. Contract for the construction of the mill village houses has been let to the Fiske-Carter Construction Company of Greenville, S. C., and calls for completion in 90 days. Robert & Co. of Atlanta, architects and engineers, have charge of construction.

This enterprise is an entirely new industry for Georgia and for the South, as it is the first of its kind to come South. For some time past the Seaboard's industrial department has been negotiating with the Susquehanna Silk Mills relative to a Southern location, and in July Warren T. White, acting general industrial agent, accompanied officials of the Susquehanna Silk Mills on a tour through Georgia and South Carolina, with the subsequent result that Elberton was decided upon. The Elberton Chamber of Commerce donated a 35-acre plant site and agreed to construct a side track to the mill. As a further inducement the new industry has been exempted from city and county taxes for a period of five years.

The Susquehanna Silk Mills are said to be the largest manufacturers of pure silk goods in the United States, having a number of large mills at various points in Pennsylvania and Ohio. The Elberton mill is being incorporated under the Georgia laws as the Seaboard Silk Mills, this name having been decided upon as a recognition of the services of the Seaboard's industrial department in promoting the enterprise. It is freely predicted that this operation will be greatly expanded in the near future and that it foreshadows great activity in an industry new to Georgia.

The location of a large silk-manufacturing company at Elberton is of very great interest, as this industry will not draw its raw material from Southern territory. Raw silk will be imported from Japan to New York, it is stated, thence shipped via rail to Elberton for manufacturing, then shipped north for finishing and dyeing. This constitutes a significant tribute to the superior advantages offered by the South for manufacturing enterprises.

In this connection Mr. White points out that in early Colonial days the production of raw silk was a thriving industry among Georgia colonists, and suggests that, inasmuch as the state now has a silk mill in view, the production of raw silk might be revived and made profitable.

It is announced that ground for the Elberton mill has already been broken and that construction is proceeding rapidly.

Bonds in the amount of \$260,000 for paving, sewers and water-works have been sold by the city of Pensacola, Fla., J. H. Bayliss, Mayor, to Wright, Warlow & Co., Orlando, Fla., at a premium of \$572.

## GOOD ROADS AND STREETS

### \$300,000 Bridge Dedicated at Roanoke.

Roanoke, Va.—The new memorial bridge, completed at a cost of nearly \$300,000, was dedicated here August 24 with appropriate ceremonies. The structure was financed by a bond issue of \$525,000, voted in August, 1924, for this bridge and for one over the Norfolk and Western and Virginian Railway Company's tracks on Walnut avenue. B. H. Davis, consulting engineer of New York city, was employed to prepare plans and specifications and supervise the work. Contract was awarded in March of last year to W. W. Boxley &



MEMORIAL BRIDGE AT ROANOKE.

Co. of Roanoke, their bid being \$258,043. The contractors pushed the work with such vigor that the structure was opened for traffic on May 19, 1926. The final estimate to the contractor was \$249,305. The total cost of the bridge, including engineering fees, paving, rebuilding street approaches and land acquired was \$282,759.

The structure is 722 feet long and consists of five reinforced concrete arches, each with a span of 120 feet. The roadway is 40 feet between curbs, with a 6-foot sidewalk on each side, or a total of 55½ feet out to out of balustrades. The roadway is 52 feet above the river. There are four large pylons on which are placed memorial tablets, two at each end of the bridge.

### Virginia County Districts Vote \$293,000.

Princess Anne, Va.—Two bond issues aggregating \$293,000 for building roads have been voted by Pungo and Seaboard districts of Princess Anne county, the former voting \$168,000 and the latter \$125,000. Construction of roads for which these bonds have been voted, with a road from Bell's Corner to Princess Anne Courthouse, for which the county voted \$100,000 of bonds in August, will provide a system of highways to cover the greater portion of the county. The proposed new roads will be of standard construction with macadam or other hard surfacing.

### Oklahoma Work Estimated to Cost \$1,225,000.

Oklahoma City, Okla.—Bids for the construction of 21 projects, involving 18 miles of hard-surfaced roads, five bridges and a large mileage of grading and drainage, will be received until October 12 by the State Highway Commission at its office in this city. The work, estimated to cost \$1,225,000, is expected to begin about November 1. J. M. Page is the state highway engineer.

### Sells \$250,000 Paving Bonds—Contract Let.

St. Cloud, Fla.—Municipal paving bonds in the amount of \$250,000 have been sold by the city of St. Cloud to Walter, Woody & Heimerdinger, Cincinnati, and David Robison & Co., Toledo, Ohio, at 95 and interest. Funds from the bonds will be used for paving work here, for which Davis Whitmer of this city has contract.

### Alabama Sells \$3,000,000 of Highway Bonds.

Montgomery, Ala.—Highway bonds in the amount of \$3,000,000 have been sold by the State Bond Commission to Ward, Sterne & Co. and Marx & Co., both of Birmingham, Ala., and Caldwell & Co. of Nashville, Tenn., at a premium of \$22,500. One-third of this total will bear an interest rate of 4 per cent and the remainder 4½ per cent.

Bids had been invited on \$5,000,000, but the commission decided to sell only \$3,000,000 at this time. It is understood that another \$1,000,000 will be sold before the present state administration retires, leaving \$1,000,000 to be sold by the incoming administration. Prior to the consummation of this sale the state had sold \$20,000,000 of a \$25,000,000 issue authorized by constitutional amendment.

### Sells \$390,000 of Bonds—Lets Paving Contract of \$429,000.

Winter Haven, Fla.—A bond issue of \$390,000 to be applied toward the construction of paving has been sold by the city of Winter Haven, Ray S. Gatens, city manager, to David Robison & Co. and Ryan, Sutherland & Co., both of Toledo, Ohio, at 96.70. A contract for the proposed paving, which will involve 145,000 square yards, to cost \$429,000, has been awarded to Deen & Yarbrough of Bradenton and Winter Haven. Completion of this program will increase the mileage of Winter Haven's paved streets to 105.

### North Carolina County Borrows \$700,000.

Asheville, N. C.—For the cancellation of notes recently due, Buncombe county has borrowed \$700,000 from the Hanover National Bank of New York, issuing two notes covering this amount. Both of the notes are dated September 15, 1926, one for \$500,000 to mature March 16, 1927, and the other for \$200,000 to mature April 25, 1927. The notes to be cancelled were issued several months ago to pay for road and bridge work in various sections of the county.

### Plans \$1,600,000 of Bonds for Road System.

Sanford, Fla.—An election has been called for October 5 by the Seminole County Commissioners on a bond issue of \$1,600,000 to provide a complete road system throughout the county, which will involve 100 miles of hard surfacing or rebuilding. It is proposed to issue the bonds in two series, each to be for \$800,000 and to bear an interest rate of 5½ per cent.

### Notes on Good Roads Construction.

Sealed bids will be received until October 7 by the Hinds County Board of Supervisors, Jackson, Miss., for the purchase of all or any part of \$500,000 road bonds.

Richmond County Commissioners, Augusta, Ga., will receive bids until October 5 for the construction of one mile of concrete on the Wrightsboro road, beginning at the city limits of Augusta.

Bids will be received until October 12 by the bond trustees of special road and bridge district No. 7 of Putnam county, Palatka, Fla., J. W. Hart, county manager, for the construction of 1.8 miles of highway between Crescent City and Crescent City Junction.

Sealed proposals will be received by the Louisiana Highway Commission, Baton Rouge, until October 5 for the construction of 7.09 miles of road on the Farmerville-Monroe highway in Union parish, for which plans and specifications may be obtained from the commission.

## Constructing 47 Miles of Coastal Highway in Georgia Between Savannah and Darien at Cost of \$1,300,000.

By FRED M. GARNETT, Division Office Engineer, State Highway Department of Georgia.

One of the most important highway projects in the South is being constructed by the State Highway Department of Georgia—a link in the great coastal highway, which has for its objective the connection of cities along the South Atlantic Coast. The Georgia portion of the highway extends from the Savannah River crossing about eight miles above Savannah, near Port Wentworth, and extends to the St. Mary's River at the Georgia and Florida boundary line. It passes through Savannah, Midway, Darien, Brunswick, Waverly, Woodbine and Kingsland over state routes 25 and 27. Construction



BRIDGE UNDER CONSTRUCTION ACROSS OGEECHEE RIVER.

funds are being provided by the Coastal Highway district, which is meeting 25 per cent of the cost from the sale of \$900,000 of bonds, and the State Highway Department, which is furnishing the remaining 75 per cent from state and Federal-aid funds.

In accordance with an act of the legislature, the cost is not to exceed \$3,500,000. A bond issue for the necessary \$900,000 has been voted and the work of constructing this highway has been pushed vigorously, grading having been practically completed.

This grading project, incidentally, was the longest ever put under construction by the Georgia State Highway Department at one time, being 47.3 miles in length. It passes through Bryan, Liberty and McIntosh counties on state route No. 25, beginning on the Bryan county side of the Ogeechee River and connects with the concrete highway constructed by Chatham county, which extends from King's Ferry to Savannah. From this point the project follows the Dixie highway southward to the town of Darien, ending at the north bank of the Darien River, where it links up with Federal-aid project No. 195. For most of the distance it follows the old road, but due consideration has been given to improved alignment by relocating, the result being that every curve is light and the element of danger greatly minimized.

Contract was let in five sections so as to speed up the work as much as possible by having it carried on simultaneously. This permitted contractors to bid upon sections best adapted to their equipment and experience. Construction work presented such strikingly diversified conditions that a particular method of construction used satisfactorily on one section would have been impractical on another.

The grading cost for the entire project, exclusive of engineering costs, is estimated at approximately \$481,000, while the average cost per mile, exclusive of bridges, is approximately \$9020. Apparently these costs are somewhat in

excess of the average cost of other grading projects, since they do not include surfacing. The work, however, is somewhat out the ordinary. Grades were raised over the entire length of the project, which required an unusual amount of borrow material. Most of the material for embankments



CONSTRUCTING TIMBER TRELLSE FOR INDUSTRIAL RAILWAY IN CAMDEN COUNTY.

came from borrow pits along the right of way, while the rest was obtained by cutting berm ditches. All pits and ditches have been cut to drain so that no stagnant water can accumulate, while the latter have been dressed and uniformly sloped, which adds to the beauty of the project.

Principal streams crossed are Sapalo, South Newport and North Newport rivers. Bridges constructed are of cypress timber, of the pile trestle type, with four piles to the bent. Due to a lack of funds, it was impossible to construct a more permanent type of bridge. These bridges, however, should last sufficiently long to demonstrate the type best suited to a future program of construction along the Atlantic Coast.

The crossing at South Newport River is approximately 600 feet south of the old bridge site and gives a far better alignment at this point. The channel of the river was changed to prevent the roadway from being damaged by future erosion in the east bank. A new channel was cut for approximately 250 feet in length and 75 feet in width, excavation work being successfully done with a dragline.

An overhead crossing is to be constructed on this project near Ways, Ga. It will be built jointly by the State Highway Department and the Atlantic Coast Line Railway at a cost of \$8000, to be borne by the railway, while the cost of the approach fills will be approximately \$16,000, this to be borne by the State Highway Department. Approach fills will extend to within 200 feet of the center line of the tracks on either side of the structure.

No time will be lost in paving this project, bids having been received on concrete, topeka, sheet asphalt or rock asphalt, or rock asphalt on concrete base, sheet or rock asphalt on rolled base and sheet or rock asphalt on black base. It is estimated that the cost will be somewhere around \$1,300,000.

### Six Miles of Gravel in Louisiana.

Baton Rouge, La.—Bids will be received until October 5 by the Louisiana Highway Commission for the construction of approximately six miles of gravel road in Natchitoches parish and for repairing the Bayou Vidol bridge on the Tallulah-St. Joseph highway in Madison and Tensas parishes. Plans and specifications may be obtained from the office of the commission.

The Harrison County Board of Supervisors, Gulfport, Miss., will receive bids until October 9 for the purchase of \$654,000 of road and bridge bonds, a portion of an issue of \$1,655,000 voted several months ago.

## LUMBER AND BUILDING MATERIALS

### Oak Flooring Plant at Alexandria of 25,000,000 Feet Capacity—Modern Buildings and Equipment Represent Investment of \$400,000.

By GEORGE C. MERKEL, Secretary-Manager, Chamber of Commerce, Alexandria, La.

A total of 25,000,000 board feet of oak flooring is the annual capacity of the new plant at Alexandria of the Arkansas Oak Flooring Company, Inc., which occupies 21 acres of land in a triangle formed by the Missouri Pacific Railroad, Texas and Pacific Railway and what was formerly the Alexandria and Western Railway.

Through the agency of the Alexandria Chamber of Commerce the company, capitalized at \$500,000, was induced to build a plant, which represents an investment of \$400,000 and employs approximately 200 men. Similar plants are located at Pine Bluff, Ark., and Shreveport, La.

A gravel road reaches all parts of the property on which the Alexandria mill is located; it is also served by approximately 2000 feet of private railroad track. The plant consists of a two-story office building, warehouse, factory, power plants, dry kilns and lumber yard. The office building, a handsome structure of commercial type, provides offices on the second floor, while the first floor contains a kitchen with two dining rooms, serving white and colored separately, and a garage for officials of the company.

The large lumber yard is laid out according to an economic working plan, each lumber stack being at specified distances and easily accessible. It contains approximately 5,000,000 board feet of rough lumber, which is conveyed to six dry kilns, each measuring 22x150 feet. After passing through the dry kilns it is deposited under a cooling shed, 84x127 feet. These kilns are also used for commercial purposes, a service which is rendered sawmills and other companies.

A tram operates from the cooling sheds to the factory building, where an elevator enters a pit 10 feet deep by 20 feet wide and 30 feet long. The lumber can be lowered to conform to the heights of the rip-saw table. The lifts are electrically operated and are in three separate units. Lumber passes through a factory building, 88x162 feet, equipped with three American rip saws, surfacer, three side matchers, band resaw, end matchers and a large hog, which grinds up waste wood for fuel purposes. The factory building also contains a complete saw-filing room with modern machinery. Each machine in the building is operated by electric power. The power plant consists of several buildings and contains two tubular water boilers with a total of 612 horsepower. A steam turbine of 750 kilowatts furnishes electric power and light during operating hours, and a 10-kilowatt generator supplies current for lighting at night. A switchboard and air compressor, two boiler-feed pumps and an overhead tank of 10,000 gallons capacity complete the power plant, which is fed by sawdust, shavings and waste fuel from a separate building of brick and concrete, to which a blow-pipe system carries fuel into the boilers. All excess fuel is automatically deposited in the fuel room, which is approximately 30 feet square and of equal height.

The finished flooring enters a warehouse, 120x192 feet, and is stacked in systematically arranged piles of various lengths and sizes, from 12 inches to 16 feet. It is wrapped in bundles and bound with wire. Immediately connecting with the warehouse are shipping sheds which house from eight to ten cars for loading at one time. A water supply is furnished by a well six inches in diameter and 1207 feet deep, while a pump carries the water to a steel tank of 60,000 gallons capacity, surmounting a high tower. This supply will be supplemented by a 200,000-gallon reservoir now being

built. An automatic water-sprinkling system and fire hydrants give ample fire protection to the plant, being served by a 100-gallon-per-minute fire pump. A return tram connects the factory building, kilns and lumber yards in order to avoid interruptions to one-way traffic through the plant.

The company plans the erection of a mule barn and shed for rolling stock, reserving sufficient ground space for four additional kilns to the present equipment. Its officers include C. C. Handley, president, and C. C. Fulbright, vice-president and general manager, both of Pine Bluff. W. P. Coles is secretary-manager and treasurer of the Alexandria plant.

### New Brick Plant of 150,000 Daily Capacity.

Outlining plans for rebuilding its brick plant recently burned at Rendell, Ala., the W. B. Patterson Clay Company, Frank L. Sayner, manager, Mobile, advises the MANUFACTURERS RECORD that the new plant will have a capacity of 150,000 bricks daily or the equivalent in tile. Production will consist of common and rough texture face brick, as well as tile in various sizes. Mr. Sayner has made all plans for the plant and will have personal supervision of its erection.

Brick machinery will be supplied by the J. C. Steele & Sons Company of Statesville, N. C., and power will be furnished by one 240-horsepower and one 180-horsepower Fairbanks-Morse Diesel engines. The smaller engine will be direct connected to a line shaft and also to an alternator, while the larger engine will be connected to an alternator which will supply current for a clay-digging outfit, pull-in drum, conveyors and fans. Mr. Sayner states that the clay-digging machinery will be of an entirely new type, on which he has applied for a patent. It will be known as a straight drag-line excavator and will be operated by one man. Material may be taken from any portion of a field of approximately seven acres, it is said, and in the case of the Patterson company, it is estimated that sufficient clay will be available for a period of 15 years, the work to be accomplished without moving either excavator or track, a car from the mill to be stopped at the same point throughout that period.

Six rectangular down-draft kilns will be installed, each with a capacity of 200,000 bricks. The period for setting, water-smoking, burning, cooling and unloading will not exceed 15 days, it is stated. An elaborate waste-heat tunnel system will be installed, by means of which all waste heat, both from the burning kilns and cooling kilns, will be utilized for drying green brick. A low-pressure fuel-oil system will be used for burning brick, as it is said to afford close regulation of temperature and at the same time makes it possible to get almost any desired color. The company's clay is known as the "tender" variety, necessitating the slow drying of the ware; this is said to require an unusually large number of tunnel dryers, an expensive part of the plant equipment.

Mr. Sayner states that the company's supply of raw material is practically inexhaustible and that it is intended to enlarge the plant if future requirements demand it.

### Limestone Plant to Resume Operations.

White Cliffs, Ark.—The large limestone-manufacturing plant here, which has been idle for a long period, has been put into operation for the manufacture of agricultural limestone, asphalt and paint filler and other limestone products. It will be operated by the Lime Products Company of Fordyce, Ark., of which A. B. Banks is president, Mr. Banks and associates having purchased the plant at receiver's sale. The property consists of the plant and 900 acres of land, said to contain one of the largest limestone deposits in the world.

### Lumber Industry Active.

Reports from 367 of the important commercial softwood and 145 of the chief hardwood lumber mills of the country indicate that lumber is extremely active, says the National Lumber Manufacturers Association. These reports cover the week ending September 18. Compared with reports for the previous week, the 348 comparably reporting softwood mills show a notable increase in production and big gains in shipments and new business. As compared with the corresponding week of 1925, there is a slight decrease in production, an increase of nearly 21,000,000 feet in shipments and approximately 50,000,000 feet increase, 20 per cent, in new business. The first 37 weeks of 1926 lead the same period of 1925 in sales by more than 500,000,000 feet.

The hardwood operations report increases in all three items when compared with reports from 144 mills for the week earlier.

### Annual Meeting of State Foresters.

According to an announcement by F. W. Besley, Maryland State Forester and president of the Association of State Foresters, the next annual meeting of the association will be held at the Southern Hotel, Baltimore, from October 11 to 14, inclusive. The first sessions of the meeting will be devoted to business matters and the remainder of the time to field trips, which will include visits to the Naval Academy at Annapolis, the Starr arboretum and forest plantations on the Eastern Shore, Patapsco state forest and other points.

Following the meeting of the association a conference will be held in Washington on October 15 and 16 by the United States Forest Service to consider co-operative work in forestry by the Federal Government and the states, to be done mainly under the provisions of the Clark-McNary law, which provides Federal appropriations to assist the states in forest protection, forest planting and extension.

### Reliability of "Oxwelded" Pipe Joints Demonstrated by Fire.

The October number of "Oxy-Acetylene Tips," published by the Linde Air Products Company, 30 East 42d street, New York, N. Y., contains an article which shows strikingly the dependability of the "Oxwelded" joint under conditions which wrecked some joints coupled by other means. It says that recently in southern California lightning struck a 55,000-barrel oil storage tank and that the fire which followed was communicated to 13 other tanks of like capacity. In addition to these, six 1,000,000-barrel underground reservoirs for crude oil were also destroyed with their contents. A close study was made of the wreckage and it was found that the system piping had failed under the intense heat, so that it was impossible to smother several small fires which later became huge. It is stated that the screwed joints pulled out of fittings and couplings and that other couplings warped or split, allowing the joints to separate, but in joints made by "Oxwelding" there was no failure whatever. A picture shows remains of pipe connections to a booster pump where all the fitting connections failed, yet all the welds in steel pipe remained intact. Another picture likewise shows the permanence of a similarly welded tee in the same fire. The article also says: "It has been proved times without number that a weld is stronger and more efficient than any other type of joint," besides being leakproof.

The city of Corpus Christi, Texas, John T. Wright, City Secretary, has sold \$100,000 street, \$50,000 sewer and \$50,000 water bonds to Sutherlin, Barry & Co. of New Orleans at par and interest, the bonds to bear an interest rate of 5 per cent.

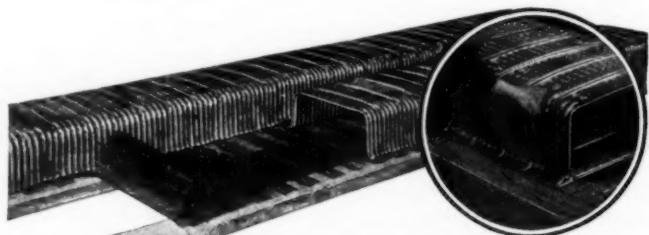
## MECHANICAL

### Improved Concrete Floor Construction.

A perfected concrete floor construction under the descriptive name of "Locktyle" has recently been developed and marketed by the Truscon Steel Company, Youngstown, Ohio. This company, consistently a pioneer in the development of steel products for concrete and fireproof construction, foresaw the economies in time, labor and materials that would result from a combination of metal lath and steel forms whereby ceiling and floor construction could be made by one simple operation a truly integral construction.

There are two units. The first is a "Locktyle" lath designed to combine all the recognized qualities of ordinary lath with additional features of quick erection and minimized possibility of loss through defacing in handling. It is prepared in rolls 100 feet long and 2 feet wide, with the ribs running the 2 feet width. Into these ribs, at the proper distance from each end, a prong is punched upward. As the lath is rolled out on the form, the ribs and prongs are on the upper side. The second unit of this construction is a permanent type of ribbed steel, "Floretyle." Flanges on this ribbed steel hook into the prongs of the previously placed lath, providing in the one simple operation of placing a permanent bond between the unit of floor construction and that of ceiling construction.

It is claimed that the advantages of this new construction are many, but first and foremost is the speed of erection, since no time is lost in attaching the ceiling lath to the floor forms. Furthermore, it insures complete accuracy in spacing. An absolutely true and straight concrete joist and a positive attachment of ceiling lath to the reinforced concrete structure are assured, it is stated, by this new development. The



ROLL OF "LOCKTYLE" LATH UNROLLED ON FORM WORK.  
ALSO MADE OF SPRINGING "FLORETYLE" TO SLIP  
FLANGES UNDER PRONGS OF LATH.

engineers of the company point out that in this construction the ribs of the lath serve as ties for the "tyle" arch, making it impossible to collapse an arch during the pouring of concrete. The prongs on the ribs of the lath provide a definite anchorage for the ceiling lath, which, due to its rolled form, is free from irregularities, remains perfectly true and flat and, therefore, requires a minimum of plaster.

Because the "Floretyle" can be immediately placed in the locking prongs as the lath is unrolled, it is unnecessary for the miscellaneous building trades engaged in placing pipes, conduits, reinforcing bars and the like to walk on and possibly damage the lath in their operations.

### To Install 50 Additional Knitting Machines.

Radford, Va.—Plans have been made by the Paul Knitting Mills, Inc., executive offices in New York, for the installation of 50 additional knitting machines in their plant here. The company has a production of 500 dozen pairs of men's seamless half-hose per day. M. L. Victorius of New York is president and F. L. Spangler local superintendent.

# CONSTRUCTION DEPARTMENT

## EXPLANATORY

Additional information is published about all enterprises mentioned in this department as soon as such data can be obtained. An asterisk (\*) following an item indicates that the enterprise has been reported in a preceding issue.

## DAILY BULLETIN

The Daily Bulletin is published every business day to enable its subscribers to follow up promptly the industrial, commercial, railroad, financial, building and general business development of the South and Southwest. To machinery manufacturers and dealers, contractors, engineers, and others who require daily information of every new enterprise organized and details about important additions to enterprises already established, the Daily Bulletin is invaluable. Subscription price, \$30.00 a year.

### Bridges, Culverts and Viaducts

#### Proposed Construction

Fla., Daytona Beach—City, Walter A. Richards, Mgr., receives bids soon for approach from Beach St. to new south bridge across Halifax River at foot of Orange Ave.

Fla., Jacksonville—Duval County Comr., Frank Brown, Clk., receive bids Oct. 1 for Ribault River Bridge on Moncrief road; plans from T. B. Carrick, Bridge Engr., 305 Court-house. Lately noted bids Sept. 1.

Ga., Douglas—State Highway Board, J. F. Coleman, Maintenance Engr., Waycross, plans permanent bridges on Dixie Highway, Route No. 32, through Coffee County, and bridge on Route No. 31, Douglas to Willacheechee.

La., Gretna—Jefferson Parish Police Jury plans 30-ft. long, 18-ft. wide wood and steel I-beam bridge over canal at Metairis Road and 17th St.; paved approaches on both sides; Frank T. Payne, Engr., Gretna.

La., Kurthwood—Louisiana Highway Comm., Baton Rouge, receives bids Oct. 21 for concrete culvert on Kurthwood-Leesville Highway, Vernon Parish, 2 mi. south of Kurthwood, five 5x5-ft. openings, 6360 lbs. reinforcing steel; plans on file; W. B. Robert, State Highway Engr.

Md., Havre de Grace—State Roads Comm., 601 Garrett Bldg., Baltimore, received low bid from C. M. Need Construction Co., Oliver Bldg., Pittsburgh, Pa., at \$237,730 for additional upper deck throughout existing highway bridge over Susquehanna River, Havre de Grace.\*

Miss., Vicksburg—Warren County plans bridges and culverts. See Roads, Streets, Paving.

Mo., Cape Girardeau—Cape Girardeau Bridge Co. incorporated; C. L. Harrison, C. D. Harris; plans building bridge over Mississippi River.\*

Mo., Liberty—City plans bridge over Missouri River, between Liberty and Kansas City. Address City Clk. See Financial News—Bond Issues Proposed.

Mo., Louisiana—Missouri-Illinois Bridge Co., care of Wm. R. Compton Co., 704 Locust St., St. Louis, Mo., receives bids Oct. 5 for highway bridge across Mississippi River at Louisiana; 20-ft. paved roadway, reinforced-concrete floors, four 315-ft. and one 420-ft. spans, all riveted trusses, 600-ft. girder viaduct, 1400 lin. ft. grading, pneumatic piers; superstructure, about 2300 tons; floor, 1000 cu. yd.; sub-structure, 7600 cu. yd.; 50,000 cu. yd. grading; plans from Harrington, Howard and Ash, Consol. Engrs., 1912 Baltimore Ave., Kansas City.

N. C., Troy—State Highway Comm., Raleigh, receives bids Oct. 19 for 2 bridges: Over Pee Dee River, Montgomery-Stanley counties; four 50-ft. reinforced concrete deck girder spans, four 200-ft. reinforced concrete spandrel ribbed arches; also bridge over Rocky Creek, three 50-ft. reinforced concrete deck girder spans, 2087 sq. yd. natural rock asphalt surface, 674,000 lbs. reinforcing steel; plans on file; W. L. Craven, Bridge Engr.

Okla., Fairview—Major County Comr. appropriated \$10,000 toward bridge over river between Fairview and Ringwood.

South Carolina—State Highway Dept., Columbia, received low bids for 2 bridges and 2 culverts: Aiken County, treated timber and structural steel overhead bridge, Route No. 12. J. L. Carroll, 2930 Divine St., Columbia, \$7716; Chesterfield County, reinforced concrete over Sand Creek, Route No. 35; R. G. Kennedy, Batesburg, \$6293; Williamsburg County, 2 reinforced concrete culverts, State Route No. 411, Palmer Construction Co., Florence.\*

S. C., Mount Pleasant—State Highway Dept., Columbia, plans bridge over Shem Creek.

Tex., Groesbeck—Limestone County, H. F. Kirby, Judge, receives bids Oct. 11 for 3 steel and wood bridges on concrete foundation: Comanche crossing, Reunion Grounds crossing, Long Bridge crossing over Navasota River; estimated cost \$90,000; Horace Boyette, Engr., Pittman Bldg., Mexia.\*

Tex., Houston—Harris County Drainage Dist. No. 2, C. W. Fellows, Commr., receives bids Oct. 6 to construct 5 small bridges; plans from Howe & Wise, Engr., First National Bank Bldg.

Tex., Houston—Harris County plans building several bridges. See Roads, Streets, Paving.

Tex., Marlin—Southern Pacific System, H. M. Lull, Ch. Engr., plans rebuilding railroad bridge over Big Creek south of Marlin.

W. Va., Huntington—City Comm., Mayor Neal, receives bids Oct. 11 for reinforced concrete bridge over Robey Branch, three spans, 16, 20 and 40 ft.; 20-ft. roadway, 6-ft. sidewalk, estimated cost \$9000; replace present iron structure; A. B. Maupin, City Engr.

#### Contracts Awarded

La., New Orleans—Peabody, Houghteling & Co., Inc., Hemphill, Noyes & Co., Lorenzo E. Anderson & Co., Watson, Williams & Co., Wm. R. Compton Co. and Knight, Dysart & Gamble are offering \$3,500,000 New Orleans Pontchartrain Bridge Co. first mortgage sinking fund 7% gold bonds. Lately noted contract let to Raymond Concrete Pile Co.

W. Va., Morgantown—Monongalia County Court let contract to Pittsburgh-Des Moines Steel Co., Curry Bldg., Pittsburgh, at \$85,480 for superstructure of High St. Bridge, Morgantown.\*

#### Canning and Packing Plants

Fla., Arcadia—H. H. Scoville, Porto Rico, reported to establish grapefruit cannery, capacity 100,000 cases yearly.

Fla., West Frostproof—West Frostproof Packing & Canning Co., B. B. Scarborough, Mgr., has nearly completed citrus fruit plant with capacity 4 cars; 80x125 ft. frame and steel; E. R. Newman, Contr.; has purchased packing machinery from Sunny South Packing Co., Arcadia; will install citrus canning, citrus juice machinery and guava jelly machinery. (See Machinery Wanted—Citrus Canning Machinery; Citrus Juice Machinery; Guava Jelly Machinery.)

Okla., Bartlesville—E. L. George, Sec. Chamber of Commerce, and Clay Smoot, Chm. Agricultural Committee, reported interested in establishment of canning plant.

#### Coal Mines and Coke Ovens

Ky., Mannington—Mannington Fuel Co., capital \$25,000, incorporated; John G. Thomas, Robert Waters.

Tenn., Clearfield—Virginia-Jellico Coal Co., R. C. Scott, Sec. and Mgr., Coeburn, Ky., has 1400 acres to be developed; address machinery proposals to Manager.\*

Tenn., Knoxville—Cleage-Wells Coal Co., capital \$25,000, incorporated; S. E. Cleage, Courthouse.

#### Concrete and Cement Plants

Tenn., Chattanooga—Edward Phillips Developing Co. interested in proposed establishment of \$5,000,000 cement plant wires Manufacturers Record: "Will furnish complete data cement plant as soon as completed."

Tex., Fort Worth—Lock Joint Pipe Co., Wilson Bldg., Dallas, reported acquired site

on Capps St.; manufacture large-size concrete pipes.

#### Cotton Compresses and Gins

Ala., Elba—Taylor Gin and Warehouse Co., capital \$12,000, incorporated; Y. W. Rainer, J. T. Taylor.

Mo., Steele—Steele Compress Co., capital \$100,000, incorporated; Neal W. Helm and L. H. Schult, both Caruthersville.

Okla., Haworth—Green Gin Co., capital \$18,000, incorporated; A. E. Warmack, W. S. Green, both Idabell.

Tex., Beaumont—Beaumont Gin Co. incorporated; J. E. Broussard, 1614 College St.

Tex., Beaumont—City Comm. signed contract with Beaumont Cotton Compress Co. and authorized call for bids Oct. 5 for building warehouse and compress, 125x900 ft., and for installing electrical fixtures and sprinklers; E. E. Duley, Contr. Engr., 611 Second National Bank Bldg., Houston.\*

Tex., Houston—Taylor, Ewart & Co., Inc., and Spencer Trask & Co. are offering \$2,700,000 first mortgage 6 1/2% sinking fund gold bonds, Series A, of Manchester Terminal Corp.; company is erecting \$5,000,000 cotton compress and warehouse on Houston Ship Channel to handle annual crops of Oklahoma Cotton Growers Assn.; project about 60% finished; Don Hall Construction Co., Cotton Exchange Bldg., general contractor.\*

#### Cottonseed-Oil Mills

Texas—Brazos Valley Cotton Oil Co., Waco, reported acquired Valley Mills Cotton Oil Mill and Temple Cotton Oil Mill, Temple; will combine and operate.

#### Drainage, Dredging and Irrigation

Fla., West Palm Beach—City Comm. plans drainage system through removal of locks on West Palm Beach canal, reclaiming western acre of city; Charles W. Leavitt, Special Consultant. See Financial News—Bond Issues Proposed.

#### Electric Light and Power

Large sums are being expended for electric light and power work in connection with Land Development operations. Details will be found under that classification.

D. C., Washington—Potomac Electric Power Co., 14th and C Sts., N. W., L. E. Sinclair, Supt., advises that construction of tunnel carrying water from Anacostia River to furnish power for Benning plant is in nature of intake tunnel for condensing water; work is being done by Stone & Webster, Inc., Boston, Mass., in connection with new addition under construction at Benning plant.\*

Fla., Monticello—City Council reported granted 25 yr. franchise to J. B. Whitworth, Perry, for erection and operation of electric light and power plant in connection with ice and cold storage plant; also for erection and maintenance of white way on Highway No. 1 and No. 11.

Fla., Sebring—See Water Works.

Ga., Kingsland—Ware County Light and Power Co., Waycross, will probably extend light and power lines.

Ga., Valdosta—Valdosta Lighting Co. reported to extend transmission lines, rebuild steam plant, install machinery.

Ky., Carrollton—Kentucky Power Co., Augusta, wires as follows regarding plant im-

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

provements: "Installing 312 kva" G. E. unit; new condensing unit, Chase Engr. & Mfg. Co., Mattoon, Ill.; spray pond from Spray Engineering Co., 30 N. LaSalle St., Chicago, at our Carrollton plant; construction, brick, stone, steel; power plant at Morehead, Ky., completed to turbine floor; at present installing two 500 kw. Westinghouse units; boilers equipped with two heavy duty Type E stokers, Combustion Engineering Co., 43 Broad St., New York; also with two superheaters of Superheater Co., 17 E. Forty-second St., New York; spray pond, Spray Engineering Co.; Godley & Godley, Archts., 716 Southern Ry. Bldg., Cincinnati, Ohio; M. R. Rice, Gen. Mgr., construction for this company, Morehead, Ky.\*

La., Jonesville—See Sewer Construction.

La., Lake Charles — J. Orton Stewart, Shell Beach Drive, in charge of Lake Shore subdivision, will install white way extending from Margaret Place to Shell Beach Drive.

Md., Sykesville—Public Service Comm., Munsey Bldg., Baltimore, reported approved purchase of equipment, franchise and rights of electric distribution system of Sykesville by Consolidated Gas, Electric Light & Power Co., Baltimore.

Miss., Laurel—City plans installing white way on Fourth Ave. Address The Mayor.

Miss., Norton—Mississippi Power & Light Co., Jackson, will build complete distribution system for town, power to be supplied over transmission line from neighboring plant.\*

Missouri — Empire District Electric Co., Joplin, granted 25 yr. franchise in Purcell and Alba.

Mo., California—Missouri Utilities Co. reported to expend \$10,000 for improvements to light and power line.

Mo., Carthage — Empire District Electric Co., J. E. Harsh, Gen. Mgr., Joplin, reported to install power unit and other equipment at Riverton plant; installation will require separate building and will be entirely new section of plant.

Mo., Jefferson City—Jefferson Electric Corp., Geo. C. Boehmer, Sec., 318 E. High St., will erect plant with 360 kw. current daily; 20x20 ft.; fireproof, cement floors, steel roof; install distribution wire system, oil engines and central station equipments. (See Machinery Wanted — Electrical Equipment; Power Station Equipment.)

Mo., Springfield—A. A. Lang, 205-E Commercial St., Sec., Springfield Commercial Club, advises that installation of white way on Commercial St. has been postponed until next spring; will pave street with concrete; Springfield Gas & Electric Co. will have charge of most of work.

Mo., Springfield—R. L. Pate, Pres., Boonville Ave. Improvement Assn., 1094 Meadowmere Lane, reported interested in installation of white way on Boonville Ave.

N. C., High Point—Southern Public Utilities Co. reported acquired power line at Oak Ridge Institute; will improve.

Okl., Cardin—Commerce Mining & Royalty Co. is erecting central power house; installing three 2250 h.p. Diesel oil engines purchased from Nordberg Manufacturing Co., each engine to be connected to a 2000 volt kva, 2300 volt, 2 phase, 25 cycle Westinghouse generator; will supply power to all of mining properties of company and Northeast Oklahoma R. R.

Okl., Monette—Earl W. Baker & Co., 408 Medical Arts Bldg., Oklahoma City, will construct 3 phase, 6600 volt transmission line from Monette to Byars; includes distribution system in Byars, transformers and sub-stations at both ends, 1500 ft. river span aluminum wires; plans about Oct. 1.

S. C., Charleston—Southeastern Power & Light Co., 120 Broadway, New York, reported acquired Charleston Consolidated Railway & Lighting Co.

Tenn., Kingsport—Railroad & Public Utilities Comm., Nashville, reported granted to Tennessee Public Service Corp., chartered in state of Maine, authority to build and operate transmission line from Waterville near North Carolina line to Kingsport, 110 volts, erected on steel towers, cost \$500,000.

Tenn., Nashville—Board of Public Works let following contract for boiler house improvements: Foster-Creighton Co., Fourth & First National Bank Bldg., for brick boiler house, 107x48x55 ft.; Rust Engineering Co., 1025 Woodward Bldg., Birmingham, Ala., for brick stack; Power Piping Co., for pipe covering; The J. N. Chester Engineering Co., Engr., Union Bank Bldg., Pittsburgh, Pa.\*

Tex., Austin—University of Texas, H. J. L. Stark, Chmn., reported let following con-

tracts for power equipment: Walsh & Wiedner Boiler Co., Main and Sycamore Sts., Chattanooga, Tenn., for two 300 h.p. and three 500 h.p. drum boilers; Link-Belt Co., 300 W. Wabash Rd., Chicago, Ill., for coal and ash handling equipment; Brooks-Fisher Co. for brick setting for fire boilers; H. R. Heinicke, Inc., 147 Fourth Ave., New York, for brick chimney; American Steam Pump Co., Battle Creek, Mich., for boiler feed pumps; Nordberg Manufacturing Co., Oklahoma Ave. and Chicago Rd., Milwaukee, Wis., for one Uniflow steam engine; General Electric Co., Schenectady, N. Y., for generator for engine; Allis-Chalmers Mfg. Co., Milwaukee, Wis., for centrifugal sump pumps; Cochrane Corp., 17th St. and Allegheny Ave., Philadelphia, Pa., for feed water heaters; McClave-Brooks Co., Scranton, Pa., for mechanical stokers for 5 boilers; A. M. Lockett & Co., New Orleans, La., for vacuum pump; Hal C. Weaver, Mechanical Engr.\*

Tex., Harlingen—City reported let contract to Fairbanks, Morse & Co., Chicago, Ill., for 720 h.p. electrical unit, cost \$49,800, to be installed at power plant.\*

Va., Norfolk—H. A. Lemmon, Personnel Dept., Stone & Webster, Inc., Boston, Mass., advises that Virginia Electric & Power Co., Richmond, subsidiary of Engineers Public Service Co., 120 Broadway, New York, let contract to Stone & Webster, Inc., covering enlarging generating and distributing system at Norfolk; work includes installation of one 30,000 kw. turbo generator, three 1700 h.p. boilers and forced draft underfeed stokers, together with coal handling equipment and all necessary auxiliaries; boilers designed for working pressure of 450 lbs. per sq. in., with total temperature of 725° F.; generating voltage will be 11,000 volts, 60 cycle, 3 phase, with 250 volt excitation; turbine room will be extended to accommodate new unit and boiler room made large enough for 4 boilers; switch house extended by construction of new bay north of present building; all buildings of brick and steel, with reinforced concrete floors and roof; install 6 miles of transmission line to Gilmerton for two kw. 3 phase transmission circuits to consist of both submarine cable and overhead line; enlarge power supply to take care of growth of Norfolk and Portsmouth for some time; work will start immediately; upon completion Norfolk plant will have about 100,000 h.p. capacity.\*

#### Flour, Feed and Meal Mills

N. C., Danbury—Westfield Milling Co., capital \$50,000, incorporated; R. T. Joyce, Mrs. Alice Joyce.

S. C., Greenwood—Greenwood Feed & Milling Co., capital \$10,000, incorporated; J. A. Gresham, P. M. Farris.

Tex., Corpus Christi—Sheppard Grain Co. let contract to J. A. Walsh for 2-story, reinforced concrete office and warehouse; install electric freight elevator; Hamon & Co., Archts., 410½ Peoples St.

#### Foundry and Machine Plants

Fla., Tampa—See Iron and Steel Plants. Tenn., Memphis—W. C. Ellis & Sons, 245 S. Front St., have permit for \$10,000 machine shop at 251 Front St.; 1-story, concrete and brick.

Tex., San Angelo—San Angelo Foundry & Machine Co., capital \$40,000, incorporated; Robert Willig, A. A. Koch.

#### Gas and Oil Enterprises

La., New Orleans—New Orleans Public Service, Inc., Clara and Poydras Sts., reported let contract to Jas. A. Petty & Sons, Inc., Godchaux Bldg., for 2-story, brick gas meter building; Favrot & Livaudais, Archts., Hibernia Bldg.

Ky., Owensboro—Illinois Pipe Line Co. will probably acquire pipe line properties of Indian Pipe Line Co., including main pipe line from Bowling Green to Lawrenceville, Ill.

La., New Orleans—Nola Oil Co., capital \$30,000, incorporated; Joseph Gallo, 1300 Howard St.

Miss., Tupelo—Pan-American Petroleum Corp. reported to construct bulk station.

Mo., Joplin—Bear State Oil Co., capital \$18,000, incorporated; J. D. James, 821 Jackson St.

Okl., Muskogee—Somerville Oil Co., capital \$200,000, incorporated; W. R. Somerville, 315 Lawrence St.

S. C., Greenwood—Standard Oil Co. reported expending \$40,000 for storage warehouse with capacity 75,000 gals. oil, office building and service stations; steel and stucco and sheet steel construction, fireproof.

Tenn., Knoxville—Morgan County Oil and Development Co., capital \$60,000, incorporated; Kyle C. Copenhaver, Medical Bldg.

Tex., Amarillo—Tyler Oil Corp., Suite No. 1, Old Postoffice Bldg., will expend \$75,000 for constructing storage tanks, gathering lines and derrick, drill well. (See Machinery Wanted—Storage Tanks; Oil Well Drilling; Oil Rigs.)

Tex., Amarillo—A. F. Carter, Northwestern Mutual Life Ins. Co., Bldg., Chmn., Board of New England Refining Co., Boston, Mass., reported acquired holdings of Wes-Texas Oil Co.; organize subsidiary company to develop.

Tex., Amarillo — Checkako Oil Co., Inc., capital \$175,000, incorporated; George Pennington, Ernest Peterson.

Tex., Amarillo—McMillen Oil Corp., capital \$1,000,000, incorporated; R. P. McMillen, P. M. Quigle.

Tex., Amarillo — Reliance Development Corp., capital \$50,000, incorporated; J. E. Drysdale, James E. Dunn.

Tex., Beaumont—Southwestern Gas & Electric Co., H. P. Carroll, Gen. Mgr., reported to have plans for \$75,000 gas extensions, including 2 high-pressure lines; all material purchased.

Tex., Beaumont—Gulf Pipe Line Co., Gulf Bldg., Houston, reported constructing seven 85,000 bbl. steel tanks.

Tex., Galveston—Cedar Lawn Development Co. let contract to Galveston Gas Co. for piping gas through sub-division.

Tex., Lubbock—City, F. W. Groce, Sec., rejected bids for concrete reservoir to be used as oil tank; will add to overhead storage tanks instead of underground concrete reservoirs.\*

Tex., Round Rock—Williamson County Development Co., capital \$10,000, incorporated; John Edwards, Harry Goldman.

W. Va., Richlands—Standard Oil Co. reported to construct distributing plant; cost \$10,000.

#### Ice and Cold-Storage Plants

Ala., Attalla—The Attalla Ice & Fuel Co., Joe R. McClesky, Pres., reported soon begin construction of \$30,000 ice plant.

Ark., Stuttgart—Standard Ice Co. of Memphis reported erect ice plant.

Fla., Apalachicola—Crystal Ice Co., Arthur Corry, Pres., plans expending \$40,000 on improvements; increasing capacity of the power and ice plants.

Fla., Bartow—Polk County Chamber of Commerce interested in establishment of cold-storage plants.

Fla., Wauchula—See Misc. Enterprises.

La., Welsh—The Louisiana Electric Co. of Lake Charles reported plans building ice plant.

Miss., Pascagoula—Mississippi Ice & Utilities Co., Herman F. Gautier, Local Mgr., expending \$40,000 on improvements to plant, increasing capacity from 30 to 65 tons daily; erect 47x48 ft. warehouse, brick and concrete; install crude-oil burning engine, additional ice-making and refrigerating machinery; construction under supervision of J. H. Smith, plant Engr.

Okl., Mountain View—Mountain View Ice & Produce Co. incorporated; D. L. Chambliss, Mountain View; C. F. Anderson, 1122 W. 13th St., Oklahoma City.

Tenn., Paris—Henry County Ice & Coal Co. will erect new plant, 60x80 ft., brick, concrete floors, metal or composition roof; install \$27,500 ice making machinery; Corbitt & Radbaugh, Archts., 218 Tenth Ave. N., Nashville; equipment purchased.\*

Tex., Bay City—Texas Central Power Co., Frost Bldg., San Antonio, let contract to Gunderman & Allen, 445 Cooper St., San Antonio, at \$29,997 for 1-story, 89x50-ft. ice plant, brick, concrete and steel; John Marriott, Archt., Frost Bldg., San Antonio.\*

Tex., Crystal City—Texas Central Power Co., Frost Bldg., let contract to Sumner Sollitt Co., Nat'l Bank of Commerce Bldg., at \$28,819 for 1-story, 206x56-ft. addition to ice plant, concrete and steel; also remodeling present building; John Marriott, Archt., Frost Bldg., all San Antonio.

Tex., Houston—Houston Terminal Warehouse and Cold Storage Co., capital \$1,300,000, incorporated; R. H. Baker, Post Dispatch Bldg.; will erect new 6-story warehouse and cold storage plant; let contract to Hewitt Construction Co., Bankers Mortgage Bldg.; preliminary work, such as clearing site, under way.\*

Va., Urbanna—Urbanna Ice Co., Inc., capital \$10,000, chartered; John F. Gouldman, Jr., F. L. W. Green, both Fredericksburg.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Va., Virginia Beach—The Seaside Ice Co., capital \$25,000, incorporated; L. J. Henley, K. P. Lindsley.

### Iron and Steel Plants

Fla., Tampa—F. P. Lyons Iron Works, Inc., of Tampa, F. P. Lyons, Pres., Manchester, N. H.; C. M. Phipps, Sec., 404 Franklin St., Tampa, advises: "We have started work on the erection of steel fabricating plant, 2-story steel building, to carry approximately 1000 tons structural shapes, which will include beams, channels, angle bars, flats and squares; capacity about 600 tons per month." (See Machinery Wanted—Steel Plant Materials.)\*

Mo., St. Louis—Jos. Greenspon Iron and Steel Co., 3130 Hall St., has permit for 2 crane runways for 5-ton cranes, one 103x200 ft. and one 103x323 ft.; estimated cost \$15,000; Stupp Bros. Bridge and Iron Co., Builder and Archt., 1605 Synd. Trust Bldg.

### Land Developments

Ala., Birmingham—T. E. Finucane Co. incorporated; T. E. Finucane, Marawara Apts.

Ala., Birmingham—Keswick Land & Improvements Co. incorporated; W. Bromberg, R. H. Bromberg.

Ala., Birmingham—Edgewood Development Co., capital \$10,000, incorporated; Thos. J. Judge, First Natl. Bank Bldg.

Ala., Birmingham—Marshall Realty Co., incorporated; N. C. Densler, 2704 Twelfth Ave. N.

Ala., Birmingham—McCullough-Brooks-Porter Holding Co., incorporated; Roy McCullough, First Natl. Bank Bldg.

Ala., Birmingham—Larussa Real Estate Co., incorporated; Peter Larussa, Joe Lobue.

Ala., Ensley—Newman H. Watters, Pres. Ensley Builders Supply Co., reported interested in development of golf course on 150 acres on Powderly-Brighton Rd.; cost \$25,000; Donald J. Ross, Golf Archt., Southern Pines, N. C.

Ala., Lipscomb—Kelly Engineering Co., Birmingham, will make survey and plat of town.

Ark., Little Rock—McCrory & Co., 409 W. Third St., are developing 180 acres for subdivision; construct 3½ miles of paved streets, 280 ft. of water, 32,000 ft. of gas and 3 miles electric light poles and sewers; A. M. Lund, Constr. Engr., 523 Home Insurance Bldg.; expend \$300,000. (See Machinery Wanted—Cement; Pipe (Cast Iron); Pipe (Sewer).)

Ark., Fort Smith—C. N. Green, Cotton Exchange Bldg., reported interested in development of Oak Cemetery.

Ark., De Queen—Baker Real Estate Co., incorporated; John D. Baker, W. M. Gilstrap.

Ark., Little Rock—Langford & Moreau, Ltd., 2415 Grace St., Chicago, Ill., have 350 acres; are developing 200 acres for 18-hole golf course, open-air theater. (See Machinery Wanted—Pipe; Seeds; Tractor, etc.)

Fla., Jacksonville—Dixie Lodge, No. 102, Knights of Pythias, John P. Lovett, Chrmn., San Jose Blvd., reported to develop 12-acre cemetery on Hogan Rd. in South Jacksonville; build hard-surfaced roads.

Fla., St. Petersburg—W. A. Smith, 1336 Lafayette Bldg., Detroit, and associates reported acquired through Baynard Bros., St. Petersburg, 7200 acres agricultural lands in Pasco County.

Fla., Winter Haven—A. B. Coker will develop 18 hole golf course on Lake Eloise; expend \$50,000 for improvements.

Ga., Brunswick—Col. Tillinghast L. Huston, 490 Riverside Drive, New York, and Brunswick, is developing 300 acres on Chappene Island, near Brunswick, for farming; is rebuilding dikes, reopening drainage ditches, build concrete flood gates; reported to construct farm homes, bore artesian wells, build packing house, etc.

La., New Orleans—Southland Development Co., capital \$25,000, incorporated; Edward Mattison, Herman Winsberg, Marine Bank Bldg.

La., New Orleans—Orleans-Jefferson Realty Co., Inc., 902 Pere Marquette Bldg., is developing Jefferson Court 18-acre subdivision on Jefferson Highway; grade, curb and gravel streets, erect ornamental stone entrance, expend \$10,000; Elbert G. Sandoz, Constr. Engr., 4218 S. Liberty St.\*

La., New Orleans—Eba Realty Co., Inc., capital \$25,000, incorporated; Jas. W. Billingsley, Interstate Bldg.

Md., Baltimore—Realty Trading Co., 501 Phoenix Bldg., and Hanor Realty Co., 1110 New York Ave., Washington, D. C., will de-

velop 46 acres in District of Columbia and Maryland; construct streets, install gas, electricity, water; expend \$10,000.\*

Md., Baltimore—Brandon Shores, Inc., Holman Willis, Pres., 23 Light St., is developing 329 acres on Patapsco River south of old Fort Armistead; has begun work on \$100,000 water and street development; purchased grading and tractor machinery; has approximately 1 mile of sand beach; will develop for all-year-round residential district, with electric lights, golf course, etc.\*

Md., Baltimore—Home Builders, Inc., 1301 Hearst Tower Bldg., capital \$100,000, incorporated; Paul Berman.

Md., Baltimore—Wilton Wood Development Co., 206 E. Lexington St., capital \$50,000, incorporated; John W. Mentzer.

Md., Baltimore—Safety Realty Co., 110 E. Lexington St., capital \$50,000, incorporated; Alexander Goodman.

Md., Baltimore—United States Development Co., 206 E. Lexington St., incorporated; John W. Mentzer.

Miss., Jackson—Pearl River Highlands Co., incorporated; J. G. Livengood, 7 Windemere St., St. Louis; will develop 32,000 acres peach and orange orchards.

Miss., Jackson—City, Walter A. Scott, Mayor, plans improvements to parks, water mains, sewers, park, etc.; may vote on bonds.\*

Miss., McComb—Harry G. Whitney reported interested in development and sale of cut-over pine lands in South Mississippi.

Miss., Natchez—Linden Place Co., capital \$40,000, incorporated; Gerard Brandon, 624 N. Union St.

Mo., Clayton—L. L. Livingston, Inc., incorporated; L. L. Livingston, 463 Pasadena Ave., Webster Groves.

Mo., Excelsior Springs—City defeated \$28,000 park improvement bonds. Address The Mayor.\*

Mo., Kansas City—Williams & Harney Nurseries Co., Inc., 4818 Oak St., is developing 13½ acres for nursery; expend \$20,000. (See Machinery Wanted—Planting Machinery; Digging Machinery.)

Mo., Kansas City—A. F. Sachs Investment Co., capital \$60,000, incorporated; A. F. Sachs, 216 Carratt Bldg.

Mo., Kansas City—Shady Lake Development Co., capital \$25,000, incorporated; W. F. Fleming, 820 W. Thirty-fifth St.

Mo., St. Louis—Lower Rio Grande Valley Development Co., capital \$25,000, incorporated; F. E. Mitchell, R. E. Roberts.

Mo., St. Louis—Sanders Real Estate & Investment Co., incorporated; H. E. Sanders, 620 Boland Drive.

Mo., St. Louis—Helen Realty Co., incorporated; A. I. Vogel, A. E. Tereba.

N. C., Asheville—Emma Development Co., incorporated; Frank Carter, Law Bldg.

N. C., Asheville—City Investment & Improvement Co., incorporated; D. E. Hudgins, Marion Frank Carter.

N. C., Charlotte—A. M. Marshall Co., capital \$50,000, incorporated; A. E. Marshall, G. M. Tucker.

N. C., Concord—Cabarrus County Real Estate Co., capital \$75,000, incorporated; Dr. P. R. MacFadden, J. A. Hartsell.

N. C., Durham—Hayti Realty and Investment Co., capital \$100,000, incorporated; J. A. Hawkins, George St.

N. C., Kinston—Rasberry Insurance and Realty Co., capital \$100,000, incorporated; J. C. Rasberry, Cobb Bldg.

N. C., Gastonia—See-Off Mountain, Inc., capital \$100,000, chartered; Allen H. Sims, Jr., Rufus M. Johnson.

N. C., Marion—Southern Club, Governor Thos. G. McLeod, Columbia; A. H. Williams will develop Lake Tahoma property for club; first unit, 250 acres, will later be extended to 1000 acres; surveys and general plans for development by E. S. Draper, Landscape Archt. and Engr., Charlotte, and Atlanta, Ga.

N. C., Raleigh—City Comms. plan developing 24-acre tract for cemetery.

N. C., Winston-Salem—North Cherry Street Development Co., capital \$100,000, incorporated; S. W. Hurdle, Wachovia Bank Bldg.

S. C., Darlington—Dasoca Land Co., Inc., capital \$10,000, incorporated; P. J. Boatwright, D. D. Witeover.

Tenn., Bethpage—Paul & Newman, Scottsville, Ky., will develop subdivision.

Tenn., Dyersburg—Calcutt Land Co., capital \$50,000, incorporated; N. W. Calcutt, J. C. Doyle.

Tenn., Knoxville—V. H. McLean, 1630 Riv-

erside Drive, reported to expend \$150,000 on improvements to 80-acre tract on Woodlawn and Maryville Pikes; install water works, sewers, paved streets and sidewalks, electric lights, gas.

Tenn., Lexington—Bradley W. Young, Nashville, acquired 437 acres Beech River bottom land.

Tex., Amarillo—Standard Development Co., capital \$10,000, incorporated; Hugh Umphres, Alex. Mood.

Tex., Dallas—J. L. Hopkins & Co. incorporated; Frederick Jones, 411 Waverly St.

Tex., Dallas—Terminal Industrial Land Co., incorporated; C. S. Riley, 2502 Park Row.

Tex., Eagle Pass—Eagle Manufacturing Co. closed contract with Dilley Nursery of Dilley for 14 acres of pecan trees, 4 acres of oranges and number of walnut trees.

Tex., Houston—Relow Land Co., capital \$10,000, incorporated; W. H. Forman, 2001 Fannin St.; acquired 10,000 acres near Eagle Lake.

Tex., Houston—City, Clarence J. Brock, Park Supt., is developing Hermann Park, 200 acres initial improvement; construct lake, tennis courts, comfort station, etc.; E. Alpha. Constr. Engr., care of Park Dept.; Hare & Hare, Landscape Archt., 712 Huntzinger Bldg., Kansas City, Mo.\*

Tex., Rio Grande—E. H. Banta, Aztec Bldg., San Antonio, reported to develop 2700 acre subdivision, Valle Rice del Rio Grande; install water, sewers, electric lights, also develop portion in figs and grapes.\*

Tex., San Antonio—El Jardin Farms, A. R. Ponder, Bandera Road, has 800 acres, is developing 620 acres for agriculture; drill wells; expend \$40,000.\*

Tex., San Antonio—H. C. Thorman, 125 E. Travis St., is developing Mountain View Addition; will install paved roadway, water, sewers, electric lights.

Va., Exmore—Chesapeake Country Club, capital \$25,000, incorporated; E. D. Broun, M. J. Duer.

Va., Lexington—L. W. Farrier & Co., Inc., are developing Monroe Park, 20-acre subdivision; install hard surfaced streets, water, lights, etc.; cost \$15,000.\*

Va., New Market—Shenandoah Valley Estates, Inc., capital \$1,500,000, chartered; Roland G. Hill; construct year round resort in Shenandoah Valley; construct swimming pool, golf course, residential park.

### Lumber Enterprises

Fla., St. Andrews Bay Lumber Co. of Millville, Fla., reported acquired timber rights on 145,000 acres of Gulf County timber land; will develop.

Miss., Friar Point—Turner-Farber-Love Co., Seventh St., Memphis, Tenn., reported, plans building new hardwood mill, construction program to be started with stave and cooperage plant, lay 7 miles railroad connecting plant with timber holdings; portion of work started.

Mo., Kennett—Hemphill Lumber Co. reported acquired 1000 acres timber land in Dunklin County, will develop.

Mo., Poplar Bluff—Poplar Bluff Lumber Co., capital \$15,000, incorporated; DeWitt Green, Frederick J. Schach.

Okl., Wright City—Choctaw Lumber Co. let contract to Thrall & Shea of Lake Charles, La., to rebuild 60,000-ft. capacity sawmill.

Tenn., San Antonio—Broadway Lumber Co., capital \$60,000, incorporated; I. N. Stephens, 200 Primrose St.

### Metal-Working Plants

La., New Orleans—American Sheet Metal Works, Geo. Koehler, Sec., 2500 S. Carrollton Ave., let contract to Jos. Fromherz, Inc. Title Guarantee Bldg., at \$24,208 for 1-story sheet metal plant on Hagan Ave.; Favrot & Livaudais, Archt., Hibernia Bldg.\*

### Mining

Ga., Brunswick—Lumber City Sand Co., capital \$10,000, incorporated; R. R. and J. Hunter Hopkins.

Mo., Central City-Mall Joplin—Lead-Howe Mining Co. reported purchased the Turkey Creek mill; will remove and rebuild it on lease near Central City.

Mo., Clayton—White Rock Quarry & Landscape Supply Co., incorporated; Alfred DeBenedetti, Lucas and Hunt St.

Mo., Joplin—Joplin Marble Quarries Co. reported will construct \$50,000 polishing plant; T. C. Pennington, Supt.

## CONSTRUCTION DEPARTMENT

## Manufacturers Record

Mo., Liberal—The Mica-Asphalt Paving and Refining Co., capital \$100,000, incorporated; Clarence Bumgarner, Joplin, Mo.

Tex., Lagrange—The Hilltop Gravel Corp., capital \$30,000, chartered; F. L. Overton, 1404 Chenevert St., Houston; Emil Schmidt; acquired 40 acres of land; has equipment; present capacity 8 to 10 cars daily.

## Miscellaneous Construction

Ark., Siloam Springs—Swimming Pool—W. W. Perry and associates interested in proposed construction of swimming pool.

Fla., Flagler Beach—Pier—Town Comrs. has tentative plans under consideration for erection of ocean pier at end of Moody Blvd. See *Financial News—Bond Issues Proposed*.

Fla., West Palm Beach—Terminals—Lake Worth Inlet Dist. Comms. construct 2 transit sheds, 66x622 ft. and 75x622 ft., at Lake Worth Terminal; receives bids October 28; Geo. W. Goethals, Consit. Engr., Comeau Bldg. (See *Machinery Wanted—Transit Sheds*.)

South Carolina—Bulkhead—Government's allotment of \$30,000, reported, approved for immediate repair and construction of additional bulkhead at Winyah Bay.

Tex., Beaumont—Mausoleum—Forest Lawn Memorial Park, E. D. Leach, Pres., Box 845, advises: The C. J. Field Organization, Monadnock Bldg., Chicago, Ill., will have charge of the designing and construction of mausoleum; install pipe organ.\*

Va., Virginia Beach—Boardwalk—D. B. Ryland, Sec., Walkway Committee, Roland Court Bldg., advises: The proposed walkway on ocean front will be approximately 11,000 ft., extending from north side of Fifth St. to south side of Thirty-fifth St.; the committee's recommendation will be for cantilever type, reinforced concrete seawall surmounted by 30-ft. 6-in. reinforced concrete walkway with ornamental balustrade and standards for lights; 28 flights of reinforced concrete steps with galvanized iron hand rails leading down to beach at intervals of 325 ft.; estimated cost \$280,000; G. Hubard Massey, Consit. Engr., Dickinson Bldg., Norfolk.\*

## Miscellaneous Enterprises

Ala., Birmingham—Jenkins Building Supply Co., capital \$50,000, incorporated; R. M. Jenkins, 3501 Cliff Rd.

Ala., Birmingham—E. I. du Pont de Nemours & Co., Inc., Wilmington, Del., acquired 1240-acre tract about 10 mi. from Birmingham, to construct new dynamite manufacturing plant; plans for which have been completed by Company's Engineering Dept.; plans provide for about 50 separate buildings of most modern type, constructed and arranged that extensions can be made at any time; necessary power units, machine shop, office buildings and similar structures will be modern and substantial type, also incorporate latest improvements suggested by many years experience in manufacture of explosives; first work will be the building of railroad extensions into tract for delivery of needed material; construction followed later by laying miles of track to connect widely separated buildings; H. S. Stanton, Const. Supt.; plant will probably be ready for operation by April 1, 1927; will supply high explosives for Birmingham mining district in Alabama and for southeast Atlantic Gulf States.\*

Ala., Birmingham—La Salle Apartments Co., capital \$100,000, incorporated; T. H. Joy, F. T. Conley.

Ala., Birmingham—Merchandise—Peerless Supply Co., capital \$10,000, incorporated; J. R. Rubel, 1028 S. Elm St.

Ala., Birmingham—Birmingham Roofing Co., incorporated; Carroll Anderson, Leon Taylor.

Ala., Birmingham—Talking Machine Co., capital \$20,000, incorporated; T. Williams, 1130 S. 15th St.

Ark., Little Rock—Little Rock Tent and Awning Co., 209 Main St., acquired site cor. Third and Commerce St.; construction of new plant will probably begin about first of year.

Ark., Siloam Springs—The Gentry Sweet Potato Assn., reported, will erect 28x100-ft. sweet potato storage plant, hollow tile, capacity 25,000 bu.; Ed. Perry, Contr.

Fla., Jacksonville—Fire Fighting Equipment—City Comn., Frank H. Owen, Chmn., will install additional fire fighting equipment; receive bids Oct. 6. (See *Machinery Wanted—Fire Apparatus*.)

Fla., Miami—Clarke Steamship Co. of

Quebec, Canada, Desmond A. Clarke, Pres., reported has tentative plans to inaugurate weekly passenger ship service between Miami, Palm Beach, Nassau and Havana.

Fla., Miami—Biscayne Boulevard Assn. changed date of receiving competitive bids from Oct. 1 to Oct. 15 for designs for traffic signal towers and other structural features appropriate for erection on Biscayne Blvd.; plans obtained from Harry T. Frost, care of Biscayne Blvd. Assn., Columbus Hotel, or Bennett, Parsons & Frost, 80 E. Jackson Blvd., Chicago, Ill., or American Architect, 239 W. Thirty-ninth St., New York City.\*

Fla., Wauchula—Producers Dairy & Poultry Farms, Inc., Merrill Ave. and Eighth St., St. Petersburg, reported acquired packing plant of metal construction, 450 ft. x 85 ft., complete water works system, with 2 artesian wells, tanks, etc.; electric power plant of 225 kw. capacity in 2 units, generators driven direct by steam engines; steam power plant with 550 h.p. capacity; ice making plant of 30 tons capacity and 2 cold storage warehouses, brick administration building, commissary, completely equipped machine shop of Wauchula Development Co., also acquired 20 acres adjacent to structures to be developed for experimental farm; will reconstruct various departments, establish poultry farm; will construct loading and unloading platforms; J. J. Pritchett in charge of farm.

Ky., Carrollton—Bray-Robinson Clothing Co., Frankfort and Story St., Louisville, reported contemplates establishing branch plant.

Ky., Louisville—Can Openers—Whitney-Jarvis Co., 711 Lincoln Bldg., advises: Have contracted for manufacture of product, daily output 15,000; wants prices on stamping machinery.\*

La., Baton Rouge—Dixie Electric Co., Inc., capital \$55,000, chartered; E. A. Landry, J. Barker.

La., Baton Rouge—Paille Baking Co., Tom Dupre, Pres., 1064 Convention St., acquired the Paille Eatmore Bakery, the Federal Bakery on Third St. and the Peerless Bakery on North St.; will operate.

La., Baton Rouge—Peerless Cleaners and Dyers, Inc., capital \$30,000, chartered; Milton Williams, Harold R. Arnett.

La., Lake Charles—Lake Charles Building Material Co., 1900 S. Ryan St., will erect \$20,000 plant, 60x200 ft., steel and reinforced concrete construction, concrete floors, concrete slab roof, install material handling equipment; R. S. McCook, Archt. and Const. Engr., Frank Bldg. (See *Machinery Wanted—Sack Cleaner; Gravel and Sand Handling Equipment; Gravity Conveyors*)\*

La., New Orleans—Clothing—Famous Manufacturing Co., 1523 Canal St., plans building 1-story, 200x175 ft. plant cor. Tulane Ave. and Dorgenois St.; reinforced concrete, brick, cast stone and steel construction, composition roof, steel sash, etc.; receive bids Oct. 13; Jones, Roessle & Olschner, Archts., Maison Blanche Bldg.

Md., Baltimore—Genuine Sailor Hat Corp., 6 S. Howard St., capital \$50,000, chartered; Morris Baker.

Md., Baltimore—Thomas Food Products Corp., 509 W. Pratt St., capital \$50,000, chartered; Clinton M. Hyde.

Md., Baltimore—American Theaters Corp., 1301 Hearst Tower Bldg., capital \$50,000, chartered; Morris Baker.

Md., Baltimore—Contractors—Magnestone Products Corp., 15 E. Fayette St., capital \$50,000, chartered; Russell A. LeCompte, Chas. N. Mathews.

Md., Baltimore—Toilet Articles—The Cleopatra Massage Co., 2040 Frederick Rd., incorporated; E. Carroll Chittum, Chas. L. Kidd.

Md., Baltimore—Chapman & Crawford Transfer Co., 2223 Calow Ave., capital \$20,000, incorporated; Harry B. Chapman.

Md., Baltimore—Vessels—Southern Maryland Transportation Co., Inc., Pier 9, Light St., capital \$125,000, chartered; Julius M. D. Williams.

Md., Baltimore—Cigars—The In-B-Tween Co., 1500 Guilford Ave., capital \$25,000, incorporated; John G. Lang.

Md., Hagerstown—Phonograph Records—The Maryland Record Co., incorporated; Norman B. Scott, Walter E. Baker.

Md., Hyattsville—Leather Goods—Tophams, Inc., capital \$100,000, chartered; Reuben A. Bogley, Joseph H. Milans.

Miss., Hattiesburg—Hattiesburg Grocery Co. increased capital, \$200,000 to \$300,000.

In writing to parties mentioned in this department it will be of advantage to all concerned

Mo., Kansas City—Toilet Articles, etc.—Knox Co. incorporated; I. B. Van Gilder, 917 W. Forty-fourth St.

Mo., Kansas City—Star Leather Co., capital \$10,000, incorporated; Ben Apple, Maurice Apple.

Mo., Kansas City—Ritz Amusement Co., incorporated; H. H. Barrett, 4328 Highland St.

Mo., Kansas City—City Ice Cream Co., capital \$150,000, incorporated; Tofick Hallak, 2515 E. Twelfth St.

Mo., Kansas City—Construction—The Reyburn Co., capital \$10,000, incorporated; Rose Reyburn, 3926 St. John.

Mo., Kansas City—Rockhill Theater Building Co., capital \$50,000, incorporated; Clark H. Smith, 603 Bryant Bldg.

Mo., Kansas City—Kansas City Chemical Co., Keystone Bldg., capital \$30,000, incorporated; P. L. Davis, 1320 Main St.

Mo., Purcell—Building Materials—Purcell Cement Products & Building Co., capital \$165,000, incorporated; R. A. Mooneyham, 304 W. Sixth St., Carthage, Mo.

Mo., St. Louis—Heating Appliances—Heat Equipment Corp., capital \$25,000, chartered; W. J. Patton, 5315 Ridge St.

Mo., St. Louis—Bonita Neckwear Co., capital \$10,000, incorporated; H. Epstein, W. Mueller.

Mo., St. Louis—Cloth Measuring Machines—Chart-O-Meter Co., incorporated; W. Wintz, 3420a Humphry St.

Mo., St. Louis—Floral Designs—Thornhill Bros., incorporated; E. M. Thornhill, 811 Chestnut St.

Mo., St. Louis—St. Louis Racine Rubber Co., capital \$10,000, incorporated; F. A. Fox, 3147 Arsenal St.

Mo., St. Louis—Lynch Family Laundry, Inc., capital \$25,000, chartered; Thomas Stapleton, 4029 Cote Brin.

Mo., St. Louis—Electrical Appliances—Barron-Wraps Co., capital \$20,000, incorporated; Louis E. Maginnis, 5940 Woodland St.

Mo., St. Louis—Atlas Shoe and Manufacturing Co., capital \$10,000, incorporated; J. F. Karbe, 6711 Marquette St.

Mo., St. Louis—Steamer Service Co., incorporated; V. and J. Streckfus, 807 W. Gate St.

N. C., Charlotte—Harkey Brothers Nursery, J. F. Harkey, Sec. and Gen. Mgr., reported acquired the Mecklenburg Nursery on the Sharon Rd.; will operate.

N. C., Charlotte—F. A. Ault reported acquired 50,000 acres land, known as Hayes Rose Farm; develop for nursery.

N. C., Durham—Southern Stelos Co., A. L. Snead, Pres., Investment Bldg., Washington, D. C.; establish industry for reknitting drop-stitches in silk hosiery.

N. C., Marion—Electrical—Davis Brothers, Inc., capital \$50,000, chartered; G. L. Davis, R. K. Davis.

N. C., Portsmouth—The Robertson Livestock Corp., capital \$10,000, chartered; C. H. Robertson, 1603 Barron St., Norfolk.

N. C., Southport—W. C. Porter, 217 N. Spring St., Greensboro, and associates, reported, acquired Swain & Holden property, with about 7 miles ocean frontage; will develop probably for summer resorts.

N. C., Winston-Salem—Colonial Theater Co., capital \$100,000, incorporated; A. F. Moses, U. K. Rice.

N. C., Winston-Salem—Camel Drug Co., capital \$50,000, incorporated; Elizabeth E. Smoak of Winston-Salem; Mrs. W. H. Edwards, Raleigh.

Okla., Blackwell—City Comrs. rejected bids for purchase of fire trucks, reopen bids Oct. 6; Dwight Randall, City Clk.\*

Okla., Lawton—Miller Hardware Co., capital \$20,000, incorporated; W. K. Miller, Graydon R. Miller.

Okla., Oklahoma City—The Building Specialists Co., capital \$25,000, incorporated; L. A. Macklanburg, 1108 E. Park St.; H. A. Macklanburg.

Okla., Oklahoma City—Plumbing Supplies—Crane Co., main office Chicago, Ill., will erect \$200,000 branch at Main St. and Lee St., site 175x200 ft.; pipe yard and machine shop, display rooms included; to serve trade in western Oklahoma, Texas and part of Mexico. Crane Co. wires: "Preliminary studies for branch plant just started. Architect not selected." Supersedes recent incorrect item.

Okla., Tulsa—Cosmopolitan Cafe, capital \$15,000, incorporated; J. H. Simmons, 1601 S. Norfolk St.

if the Manufacturers Record is mentioned.

Okl., Tulsa—Hunter's Horn Publishing Co., incorporated; Arch Wilkins, 11 W. Haskell Place.

S. C., Charleston—Snowden Electric Co., capital \$10,000, incorporated; John Laurens, 7 Legare St.

S. C., Greenville—Fruits, etc.—Herbert Syracuse, Inc., capital \$10,000, chartered; Herbert Syracuse, Pres., College Place.

Tenn., Chattanooga—The Interstate Life and Accident Co., 540 McCalla Ave., increased capital, \$150,000 to \$300,000.

Tenn., Jackson—Joseph C. Wood and associates contemplate forming company to manufacture patented life saving appliance.

Tenn., Kingsport—Blue Ridge Glass Corp., Wm. H. Curtiss, Sec., advises: Company purchased the Kingsport plant of the Corn-ing Glass Works, remodeled and installed furnaces and necessary equipment; will commence manufacture under general management of Dr. F. F. Shetterly; special attention will be given to new methods and processes of manufacture and development of new product.\*

Tenn., Knoxville—Knoxville Fixture Co., incorporated; Lawson Burdette, J. B. Bowling.

Tenn., Memphis—Forrest Hill Dairy, Raymond Skinner, owner, 1647 Union Ave., reported contemplates erecting dairy building, 2-story, 80x80 ft., reinforced concrete; steel sash, concrete roof and floor; Walter R. Nelson, Archt., 883 Shrine Bldg.

Tenn., Memphis—Memphis Automatic Fountain Co., capital \$32,000; J. C. Kosman, Linden Station.

Tenn., Memphis—Memphis Milk Products Co., capital \$260,000, incorporated; R. H. Rominder, S. P. Lay.

Tenn., Nashville—The Dixie Poultry Journal, G. G. Sanderson, Mgr., acquired the Southern Poultry Journal; move office equipment, mailing machines to Nashville; the Southern being printed on contract by a Montgomery, Ala., printing house.\*

Tenn., Nashville—Williams Printing Co., Roy F. Williams, Pres., 156 Fourth Ave. N., plans remodeling building; J. O. Billis, Archt.

Tenn., Shelbyville—J. A. Cullom, 1910 19th Ave. S., of Nashville, acquired Bedford Printing Co.; plans installing new equipment and otherwise improving plant.

Tenn., Tullahoma—The King Hotel Co., capital \$50,000, incorporated; G. C. King, D. W. King.

Tex., Amarillo—Merchandise—Garretson-Bush Co., capital \$50,000, incorporated; C. J. Garretson, W. E. Bush.

Tex., Amarillo—Rule Building Co., capital \$150,000, incorporated; W. S. Rule, S. E. Fish.

Tex., Amarillo—Phonograph Shop, incorporated; W. L. McCausland, W. J. Doane.

Tex., Austin—Austin Surgical Supply Co., incorporated; Morgan Smith, 2811 Salado St.

Tex., Bastrop—Bastrop Coca-Cola Bottling Co., capital \$25,000, incorporated; W. B. Ransome, J. H. Ash.

Tex., Beaumont—Crosby Hotel Co., capital \$26,000, incorporated; J. A. Sparkman, J. B. Mills.

Tex., Dallas—Schepps-Kleber Baking Co., 311 N. Akard St., capital \$620,000, incorporated; Julius Schepps, H. Nathanson.

Tex., Dallas—Southwest Stelos Co., capital \$25,000, incorporated; T. B. Reese, Magnolia Bldg., for reknitting drop-stitches in silk hose.

Tex., Devine—Mistletoe Creamery, 241 Austin St., San Antonio, reported will construct pre-cooling station.

Tex., Edinburg—Review Printing Co. let contract to A. J. Ross for new building on Clossner Blvd.

Tex., El Paso—A. G. Marshall of Green Bay, Wis., reported, establish \$250,000 creamy plant, acquired site at 3800 Rosa St.; to be operated under name of Border Creamery Co.

Tex., Fort Worth—Rubber Products Co., Inc., 200 S. Boaz St., will erect 2-story 67½ x 50-ft. sheet metal building, corrugated iron roof; install equipment for manufacture of blow-out patches made from fabric reclaimed from used automobile tires.\*

Tex., Galveston—Dickinson Warehouse Co., incorporated; John Christensen, 607 23rd St.

Tex., Houston—Contracting, etc.—Einar H. Strubee Co., Inc., 4510 Main St., capital \$35,000, chartered; Einar H. Strubee, Pres.

Tex., Lufkin—East Texas Mercantile Co.,

capital \$10,000, incorporated; R. S. Parker, S. D. Henley.

Tex., San Antonio—Textucco Products Manufacturing Co., incorporated; L. A. Harrison, William Russell.

Tex., San Antonio—Construction—R. G. Thomas Co., capital \$21,000, incorporated; R. G. Thomas, 127 College St.

Tex., San Antonio—Construction—Thomas Co., capital \$21,000, incorporated; R. G. Thomas, 127 College St.

Va., Norfolk—The Independent Laundry, capital \$25,000, incorporated; J. E. Britt, 1743 Church St.

Va., Norfolk—Ice Cream—Miller's Confectionery, capital \$10,000, incorporated; James P. Cooley, Bank of Commerce Bldg.

Va., Richmond—Insecticides—Peninsular Chemical Co., 721 W. Robinson St., Orlando, Fla., reported acquired site on Cary St.; establish plant to manufacture insecticides.

Va., Richmond—Tazewell Avenue Pharmacy, capital \$25,000, incorporated; Claude W. Dickerson, Walter A. Scholz.

Va., Richmond—Contracting—W. L. Roberts & Co., Inc., chartered; C. Duke, J. Gibbons.

Va., Roanoke—Potato Waffles Corp. of Va. E. E. Upson, Sec., 311 Third St., let contract to Barbour & Sons for \$10,000 plant, 1-story, 17x10x60 ft., brick, concrete floor, Barrett roof, install complete outfit; daily output 400 dozen packages.\*

Va., Suffolk—Planters Nut and Chocolate Co., 212 Johnson Ave., reported, has under construction general improvements to present plant, also acquired the John King's Co.'s plant, remodel, replacing wooden platforms with concrete, erect electrically controlled double-decked drawbridges to connect buildings, constructing 55,000 bag capacity warehouse; also contemplates homes for employees.

#### Motor Bus Lines and Terminals

Ala., Huntsville—Nashville, Chattanooga and St. Louis Ry., H. McDonald, Ch. Engr. Nashville, Tenn., reported, contemplates establishing motor bus service between Gadsden and Waterice via Huntsville as relay station.

S. C., Greenville—F. L. Wilkinson has permit to operate bus line between Greenville and Belton.

Tenn., Nashville—Interurban Bus Co., capital \$10,000, incorporated; Lawrence B. Howard, Nichol Bldg.

Tex., Lubbock—South Plains Coaches, Inc., 1009 Avenue "I," Paul Grant, Mgr., operates bus line between Sweetwater, Lubbock and Plainview.\*

Va., Richmond—D. M. Griffin of Dixie Motor Transit Co. applied for permit to operate passenger bus service between Richmond and Blackstone via Amelia and Burkeville.

W. Va., Charleston—The Charleston Interurban Railroad Co. has permit to operate municipal bus line on Piedmont Rd. through residential thoroughfares north of Washington St., terminal at cor. State and Summers St.

#### Motor Cars, Garages, Filling Stations

Ala., Berry—Berry Motor Co., capital \$15,000, incorporated; W. O. Collins, M. T. Studard.

Ala., Birmingham—Graymont Service Station incorporated; E. P. Foley, 2524 29th Ave. N.; J. C. Kemp.

Ala., Montgomery—The U-Drive-It Co., 207 Lee St., incorporated; Horace Barnard, Montgomery; C. D. Barnard, Norfolk, Va.

Ala., Oxford—Cooper & Sons Motor Co., capital \$10,000, incorporated; D. C. and E. C. Cooper.

Ark., El Dorado—Wells-Taylor Motor Co., 431 N. W. Ave., expending \$10,000 on addition to plant and erection of filling station, work begun; install air compressors and general filling station equipment.\*

Ark., Little Rock—Shoemaker-Bale Motor Co., 600 Markham St., has permit for 1-story addition to building and replace wooden floors with concrete; estimated cost \$41,000.

Fla., Jacksonville—Medical Arts Corp., care Austin Fullerton, Pres., Murray Hill Development Syndicate, Inc.; 4-story brick and steel garage, 426-28 Duval St., connection with proposed Medical Arts Bldg.; about 100-car capacity; Jefferson D. Powell, Professional Bldg., and MacDonald Mayer, Archts. (See Buildings Proposed—Bank and Office.)

Fla., Ocala—The Ocala Manufacturing and Land Co. contemplates erecting sales building and garage on Main St., 86x137 ft., stucco over hollow tile, steel beams, steel girders, fireproof; to be occupied by Joe Borden, Chev.

rolet Agency; Julius Brown in charge of erection.

Fla., Tampa—Mrs. Ernest Harris let contract to W. D. Frisbie, Morrison Ave., for \$24,000 storage garage, cor. Ashley and Cass Sts., 150x150 ft.; Parslow and Gambier, Archts.

Ga., Waycross—Oakland Motor Car Co. reported let contract for automobile building; J. H. Haley, field representative.

Ga., Waycross—Alken-Morgan Motor Co., capital \$10,000, incorporated; F. D. Alken, J. L. Osborn Morgan.

Ky., Paducah—Indian Refining Co., Sixth and Campbell Sts., let contract to the Flite-Yancey Construction Co. for gasoline station at Sixteenth and Jefferson Sts.

La., New Orleans—Murphy-Lacey Sales Co., Inc., capital \$10,000, chartered; Patrick J. Murphy, 2137 Carrollton Ave.

La., New Orleans—Mossler Motor Co., 731 St. Charles St., increased capital, \$5000 to \$50,000.

La., Shreveport—August Cazaux let contract to Werner Co. for garage building, 1 story, 80x150 ft., brick, cement floors, Barrett roof; Edw. F. Neid, Archt., Merchants Bldg.\*

La., Shreveport—Nash Mississippi Motor Co., F. E. Truett, Gen. Mgr., reported establish branch factory at 971-979 Texas Ave.; improvements and alterations under way.

Md., Baltimore—Dainty Taxicab Corp., 443 Calvert Bldg., capital \$20,000, chartered; Robert Goodman, Seymour Phillips.

Md., Baltimore—The Carroll Motor Service, Inc., 1320 N. Charles St., capital \$50,000, chartered; Beverly M. Jones, Marion M. Of-fley.

Md., Brooklyn—Stallings-Ripple Chevrolet Sales Co., Inc., 34 First St., has permit for 1-story, 100x60-ft. building corner First and Ann Arbor Ave.; brick, steam heat; E. E. Laughlin, Archt.; work begun; construction by owner.

Miss., Canton—Hossley & Herron let contract to Lundberg & Hayes to construct garage on W. Peace St., to be occupied by Detroit Motor Co.

Miss., Hattiesburg—Barron Motor Co. reported contemplates plant improvements.

Miss., McComb—H. P. Marsalis, owner of Marsalis Motor Co., acquired Enochs Bldg. on State St.; equip for display rooms and used car department.

Miss., Natchez—Gulf Refining Co. erect filling station No. 2, cor. Pine, Orleans and Homochitto St.; construction begun.

Miss., Waynesboro—U. L. Busby will erect 2-story building on Front St., 45x100 ft., to be occupied by the Busby Chevrolet Co.

Mo., Hannibal—Hannibal Auto Supply Co., incorporated; C. J. Comstock, Jr., Frank Quann.

Mo., Kansas City—Southwest Motor Car Co., capital \$150,000, incorporated; J. Frank Witwear, 3732 Tracy Ave.

Mo., Kansas City—Irving W. and Leo H. Feld, 5421 Wyandotte St., reported, leased 100x127-ft. site, cor. Seventh and Walnut St. (old Grand Theater); erect 3-story garage building, fireproof; capacity 350 cars; equip with ramps connecting floor levels; estimated cost \$105,000.\*

Mo., St. Charles—Boenker Brothers reported plans erection of garage on Seventh and Clay St.

Mo., Springfield—Springfield Auto Works, Inc., A. W. Duemler, Mgr., 1501-11 Boonville Ave., let contract to A. M. Mayfield, 1033 E. Commercial St., for \$15,000 building, 1 story, 100x100 ft., brick, stone, concrete and steel, fireproof, plate glass front, steel frame windows, 4 large skylights, tar and gravel roofing; install equipment for office, trim and wood shop, fender and body shop, blacksmith, paint and tire shop for automobile repairing. (See Machinery Wanted—Auto-mobile Repair Shop Equipment.)

N. C., Charlotte—K. and E. Motor Service Co., capital \$50,000, incorporated; Hueling Davis, Law Building.

N. C., Durham—Five Points Auto Co. reported will erect \$100,000 sales and service building on Main and Peabody St.; 3 story, 60x225 ft., concrete and steel, fireproof.

N. C., High Point—J. C. Welch has permit for gasoline filling station on S. Wren St.

Okl., Oklahoma City—Reinhart & Donovan awarded following sub-contracts for the \$200,000 auto hotel building: for plumbing and heating to Tom Dolan Heating Co., 614 W. Grand St.; stone to Harter-Marblecrete Building Co., 1608 W. Main St.; steel to the J. B. Klein Iron and Foundry Co., 1006 W. Fec-

## CONSTRUCTION DEPARTMENT

## Manufacturers Record

ond St.; construction by owners; excavation begun.\*

S. C., Greenville—American Oil Co. will occupy building to be erected at Broad and Jackson Sts.; operate filling station and garage.

S. C., Greenwood—Real Tire Service, Inc., chartered; H. A. Moore, J. P. Galloway.

Tenn., Memphis—North Side Tire and Battery Co., Geo. F. Seats, Owner, 583 Chelsea St., will erect garage and filling station at Chelsea Ave. and Seventh St.; 1 story, 23x50 ft., brick, concrete floors; soon let contract.

Tex., Amarillo—Cullen Motor Co., Inc., increased capital, \$50,000 to \$150,000.

Tex., Amarillo—McDonald Auto Supply Co., Inc., increased capital, \$20,000 to \$75,000.

Tex., Corsicana—Drane & McKee, Inc., Box 558, will erect garage at Collin and 12th St.; 1 story, 70x150 ft., brick, concrete floors, estimated cost \$15,000; address proposals to M. T. Horn; install \$5000 equipment; address Drane & McKee, Inc.

Tex., Eagle Pass—The Texas Co. reported acquired site at Ceylon and Quarry St., 140x150 ft., erect \$20,000 filling station.

Tex., Fort Worth—Fort Worth Second Hand Auto Co., incorporated; W. R. Ross, 1322 Park St.

Tex., San Antonio—Augusta Street Service Station, incorporated; R. Lerich, 629 Crosby St.

Tex., San Antonio—Homer T. Wilson, Moore Bldg., Owner, Wilson Garage, let contract to Kelwood Co., Travis Bldg., for \$30,000 garage at 903 E. Houston St.; 2-story, 55x191-ft., brick and stucco.

Tex., San Antonio—Augusta Street Service Station incorporated; R. Lerich, 629 Crosby St.

Va., Richmond—Southern Automobile Service Corp., capital \$25,000, chartered; Charles T. Reeves, Law Bldg.

W. Va., Bluefield—The Bluestone Motor Co. acquired property cor. S. Mercer and McCulloch Aves.; will erect garage and sales room.

## Railways

Miss., Jackson—Jackson & Eastern Railroad Co. has let grading contract to the S. K. Jones Construction Co. of Memphis, Tenn., to do 21 mi. of fill, grade and trestle work east from the Pearl River, to be completed April 1 next. Estimated cost \$200,000.

## Railway Shops and Terminals

La., Goldsboro, mail McDonoughville—E. F. Mitchell, Ch. Engr. of the Texas & Pacific Ry. Co., 1003 Texas & Pacific Bldg., Dallas, receiving bids Oct. 4 for construction of terminal buildings at Goldsboro opposite New Orleans.\*

## Roads, Streets and Paving

**Large sums are being expended for roads, streets and paving in connection with Land Development operations. Details will be found under that classification.**

## Proposed Construction

Ala., Birmingham—City Comm. plans paving Sixth Ave., Eleventh to Fourteenth St.; A. J. Hawkins, City Engr.

Ala., Enterprise—State Highway Comm., Montgomery, receives bids soon for 2 roads totaling 20 miles: From Enterprise to Dale County toward Ozark; from Elba to Opp; W. A. McCalla, State Highway Engr.

Ala., Samson—City received low bid from T. S. Faulk & Co. to pave Main St., Line to Broad. Address City Clk.

Ala., Wylam, Easley—City plans street paving, including number of streets in business district. Address City Clerk.

Ark., El Dorado—City, B. F. Miles, Clk., plans grading and paving with gravel, brick, concrete, asphalt, asphaltic concrete or other standard type, with drainage, Oak St. and Hill Ave.; J. H. Guest, City Engr.

Ark., Fort Smith—Sebastian County plans concrete highway from present end of pavement, Midland Blvd. to Van Buren, through Fort Smith Country Club grounds; plans widening and cement coating, asphalt section from street car tracks to Van Buren Bridge; County, State and Federal funds.

Ark., Gurdon—City plans graveling 4 miles streets. Address City Clerk.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Ark., Pine Bluff—City, W. L. Toney, Mayor, plans resurfacing East Sixth Ave. with rock asphalt.

Fla.—State Road Dept., Tallahassee, received low bids for 5 roads: Putnam County, 6.18 mi. grading and drainage structures, Road No. 14, Palatka west, National Construction Co., Atlantic Beach, \$64,527; Lake County, 1.87 mi. grading, hydraulic embankment and drainage structures, Road No. 2, Dead River to Tavares, Sweet Dredging Co., Miami, \$145,917; Alachua County, 9.28 mi. grading and drainage structures, Road No. 5, Newberry Dist. line to Levy County line, J. L. Gladwell, Watertown, \$39,052; Clay County, 10.32 mi. 8-in. Florida lime rock base, Road No. 3, Green Cove Springs to Putnam County line, Langston Construction Co., Orlando, \$164,199; Suwannee County, 12.70 mi. concrete or sheet asphalt, rock base, Road No. 1, Live Oak to Suwannee River, Davis Construction Co., Walton Bldg., Atlanta, \$323,423, concrete; Langston Construction Co., \$383,952, sheet asphalt.\*

Fla., Arendia—State Road Dept., Tallahassee, plans completing 10 mi. Lake Anne rd., De Soto county.

Fla., Lake Jovita, Dade City—Town plans about 5 mi. rock base and bituminous surface streets, concrete curb and gutter; cost \$110,000. Address Town Clerk. See Financial News—Bond Issues Proposed.

Fla., Okeechobee—Okeechobee County plans building State Road No. 29, from Osceola County line to Okeechobee City. Address County Commrs. See Financial News—Bond Issues Proposed.

Fla., Orlando—City, L. M. Autrey, Mayor, plans widening to 48 ft. 6 streets, for approaches to Pryor St. and Central Ave. viaducts.

Fla., Ormond—City plans street paving: cost \$55,000. Address City Clk. See Financial News—Bond Issues Proposed.

Fla., Pierson—City, N. L. Swanson, Clk., receives bids Oct. 12 for 9000 cu. yd. excavation, 3645 sq. yd. 6-in. concrete pavement, 7979 sq. yd. 9-6-9 concrete pavement, 1320 lin. ft. curb and gutter; plans on file and from J. B. McCrary Engineering Corp., Atlanta; J. C. Cade, Mayor.

Fla., St. Augustine—St. Johns County Commrs. plan building 1 mi. road in city limits, from Figdale to County territory.

Fla., Sanford—Seminole County Commrs. plan hard surfacing and widening about 100 mi. roads, cost \$1,600,000. See Financial News—Bond Issues Proposed.

Fla., Sebring—City, Wm. E. Parrish, Mayor, plans street improvement, cost \$50,000. See Financial News—Bond Issues Proposed.\*

Ga., Adel—Cook County Commrs. receive bids soon for 6 mi. asphalt paving National Highway south of Adel.

Ga., Columbus—Muscogee County Commrs., R. H. Barnes, Clk., plans paving with concrete 32d St., Second Ave. to River road.

Ga., Dalton—City plans expending about \$20,000 for 22,000 sq. yd. penetration asphalt paving. Address City Clk.

Ky., Pineville—Bell Fiscal Court plans road from Blackmont to Harlan County line. Address County Commrs.

La., Baton Rouge—East Baton Rouge Parish Police Jury, F. A. Woods, Secy., receives bids Oct. 10 to surface 18,450 sq. yd. Mingle Rd. and Monte Sano Ave., Sub-Road Dist. No. 2 of Road Dist. No. 2, 15,350 cu. yd. excavation, Warrenite bituminous, Finley method, sheet asphalt, asphaltic concrete and concrete; plans from A. G. Mundinger, Engr., 201 Weick Bldg.

La., Monroe—City, C. C. Bell, Mayor, contemplates hard-surfacing about 20 blocks on Sixth St.

La., Thibodaux—Louisiana Highway Comm., Baton Rouge, received low bid from Highways Construction Co., Godchaux Bldg., New Orleans, at \$54,572 for 16,509 mi. Lockport-Cut-Off Highway, Lafourche Parish.\*

Md., Baltimore—Board of Awards receives bids Oct. 6 to grade, curb and pave with 12,000 sq. yd. sheet asphalt, streets in Cont. No. 366; 22,750 sq. yd. cement concrete, Cont. No. 370; plans on file; Steuart Purcell, Highways Engr.; B. L. Crozier, Ch. Engr.; Howard W. Jackson, Mayor.

Md., Baltimore—Board of Awards may receive bids in about a month to pave sections of 17 streets, avenues, etc., including Eutaw St. with sheet asphalt; estimated cost \$100,000; Steuart Purcell, Highways Engr.; B. L. Crozier, Ch. Engr.; Howard W. Jackson, Mayor.

Miss., Greenwood—City Comm., P. B. Den-

nis, Clk., receives bids Oct. 5 for about 7910 sq. ft. concrete sidewalks; plans on file.

Miss., Gulfport—City Commrs. granted permission Mississippi Power Co. to pave 15 ft. strip of neutral ground between Thirteenth St. and L. & N. R. R. on Twenty-fifth St.

Miss., Sardis—Panola County Board of Supervs. receives bids October 4 to gravel 2 highways in Supvrs. Dist. No. 1; 5 mi. from Sardis, via Union Consolidated School Dist. house, Como, toward Elmore Thomas' store.

Miss., Vicksburg—Warren County Board of Supervs. plan improving Brunswick road, cost \$150,000; also bridges and culverts, cost \$50,000. See Financial News—Bond Issues Proposed.

Miss., Vicksburg—City, Mayor Hossley, considering widening and laying granite curbing on Walnut St. from Veto or South Madison to China.

Mo., Boonville—City plans paving 4 streets, including LeRoy, West Morgan, etc. Address City Clk.

Mo., Joplin—City, O. P. Mahoney, Commr. of Streets, contemplates paving Connor and Jackson Ave. with bituminous.

Mo., Kirkwood—City Clk. receives bids Oct. 4 to improve Rose Hill, Geyer Rd. to Harrisonson.

Mo., St. Louis—Board of Public Service approved expenditure of \$97,400 to pave 4 streets with Amesite, Warrenite bituminous, asphaltic concrete.

Mo., Springfield—City plans widening Boonville Ave. 3 ft., Olive to Phelps. Address City Clerk.

Mo., Springfield—Green County Commrs. plan road west of Springfield connecting Sunshine and High St. roads, with one grade crossing; W. H. Schreiber, Asst. County Highway Engr.

Mo., University City, St. Louis—City Clk. receives bids Oct. 6 to improve 63d and 64th St.

N. C., Beaufort—Carteret County Commrs., W. L. Stancil, Clk., receive bids Oct. 25 for about 16 mi. hard surface road between Davis and Atlantic, N. C.; plans from County Auditor and Geo. J. Brooks, County Engr.

N. C., Charlotte—State Highway Comm., Raleigh, plans 1 1/2 mi. grading and hard surfacing Highway No. 27, from city limits of Charlotte to Albemarle road; D. C. Wilkinson, Dist. Highway Commr., Charlotte.

N. C., Greensboro—Guilford County Commrs. plan hard surfacing 2 roads: 5 mi. road from point just beyond Guilford battlefield, by city pumping station at Reedy Fork to Hillsdale; about 1 mi. road from Route 10 near bridge over Deep River at Jamestown to High Point pumping station.

N. C., Hendersonville—State Highway Department, Raleigh, plans improving North Carolina section of road turning off Greenville-Hendersonville Highway, above Wildwood Park to Saluda.

Ola., Miami—Ottawa County plans widening to 40 ft. Hockerville-Zincville road, Highway No. 9, from east city limits of Picher to Zincville and Hockerville. Address County Commrs.

Ola., Muskogee—State Highway Comm., Oklahoma City, receives bids October 12 to improve roads in Muskogee County, estimated cost \$500,000; J. M. Page, State Highway Engr.

Ola., Pawhuska—State Highway Comm., Oklahoma City, receives bids Oct. 12 for 7 mi. road, between Pershing and Barnsdall; also grading and graveling roads between Skiatook and Ponca City; J. M. Page, State Highway Engr.

S. C., Columbia—City, L. B. Owens, Mayor, contemplates street improvements, cost \$50,000. See Financial News—Bond Issues Proposed.

S. C., Conway—State Highway Dept., Columbia, plans surface treating road from Gallivants Ferry to Myrtle Beach, Horry County.

Tenn., Chattanooga—Hamilton County Highway Comm., J. Mitt Payne, plans oiling roads in Palisades Section on Signal Mountain.

Tenn., Memphis—City received low bid from Crinkley Construction Co., Rand Bldg., at \$13,000, to pave Jackson St., McLean to Louisville & Nashville R. R.; George W. Turner, 28 Ayers St., \$15,000, surface McLean Blvd., Jackson to Vollentine; Louis Tighe, surface Barksdale, Poplar to Jefferson. Address City Clerk.

Tenn., Memphis—City Comm. plans grading Union Ave. between Dunlap and East St.; later plans widening Union Ave. at this point.

Tenn., Sneedville—Hancock County Court contemplates road down War Creek, from Luther, connecting with Grainger County road, near Thorn Hill, and on to Buffalo Trail road.

Tenn., Winchester—City, E. C. Mowry, Mayor, receives bids Oct. 12 for 10,000 sq. yd. rock asphalt surface, concrete base, 6200 sq. yd. rock asphalt surface, macadam base: 5320 lin. ft. concrete curb and gutter, 1100 lin. ft. concrete gutters, 2050 cu. yd. excavation; plans from Geo. R. Martin, Recorder, and Klyce & Harrub, Engrs., 506 Fourth & First Nat. Bank Bldg., Nashville.

Tex., Abilene—Taylor County Commsr., Carlos D. Speck, County Judge, received bids for 2 roads: 9.015 mi. grading and drainage structures, State Highway No. 30, from point about 1 mi. south of Tuscola to Bradshaw, Womack Construction Co., Sherman, at \$32,872; 1.472 mi. grading and drainage structures, State Highway No. 30, Bradshaw to Runnels County line, W. L. Culverhouse, Moran.\*

Tex., Albany—Shackelford County, Richard Dyess, County Judge, plans 14,872 mi. bituminous macadam surfacing, Highway No. 23; J. E. Pirie, County Engr.

Tex., Alice—Jim Wells County, R. R. Mullen, County Judge, receives bids soon for grading, bridges, limestone base with rock asphalt surface, Highway No. 12-A, Alice to Duval County line, estimated cost \$248,000; F. E. Hess, County Engr.

Tex., Anderson—Grimes County, Ralph W. Barry, County Judge, plans .348 mi. grading and bridges, Highway No. 6; Oscar A. Seward, Jr., County Engr.

Tex., Breckenridge—Stephens County Commsr. Court plans completing Caddo-Ranger Highway.

Tex., Brenham—Washington County, J. H. Chappell, Judge, receives bids October 5 for 18.21 mi. reinforced concrete paving, Highway No. 36, Burleson County line to Austin County line, estimated cost \$515,000; G. A. Bracher, Engr.

Tex., Brownsville—Cameron County, Oscar C. Dancy, County Judge, receives bids Oct. 26 for about 60 mi. grading and concreting in 4 precincts; estimated cost \$100,000; W. O. Washington, County Engr.\*

Tex., Burnet—Burnet County plans road building. Address County Commsr. See Financial News—Bond Issues Proposed.

Tex., Corpus Christi—City, John T. Wright, Sec., receives bids soon to pave 24 streets, including Third, Elizabeth; M. Levinson, Engr.; P. G. Lovenskiold, Mayor.\*

Tex., Cuero—DeWitt County, Stanley Kulawik, County Judge, plans 15.05 mi. grading and bridges, Highway No. 81; Terrell Bartlett Engineers, Inc., Calcasieu Bldg., San Antonio.

Tex., Dallas—City receives bids about October 1 to pave section Capitol Ave. and Plowman St., estimated cost \$30,000; E. A. Kingsley, Engr.

Tex., Dallas—City Com., Mayor Harris, plans expending about \$200,000 for street paving.

Tex., Fort Worth—Tarrant County Commsr. plan paving Camp Bowie Blvd. with vitrified brick, from Van Zandt viaduct to Kuteman cutoff; \$112,000, State and Federal aid; Damon Davis, County Engr.

Tex., Fort Worth—City, O. E. Carr, Mgr., plans paving 9 streets, including Avondale, Baltimore, Wabash.

Tex., Galveston—Galveston County, John M. Murch, County Auditor, receives bids Oct. 5 to haul, spread and grade about 425 tons mud shell on road at Port Bolivar; plans on file.

Tex., Galveston—Galveston County, E. B. Holman, County Judge, plans 2.910 mi. grading, bridges and concrete pavement, Highway No. 6, estimated cost \$142,460; C. C. Washington, County Engr.

Tex., Galveston—Galveston County Commsr., E. B. Holman, County Judge, plan road and bridge to army aviation field in west end; C. C. Washington, County Engr.

Tex., Galveston—City, Jack E. Pearce, Mayor, receives bids soon to pave north side of Broadway, Fortieth to city limits.

Tex., Houston—City, O. F. Holcombe, Mayor, receives bids October 16 for permanent paving on Navigation Blvd., Buffalo St. to city limits, estimated cost \$850,000; J. C. McVea, City Engr.\*

Tex., Houston—City, O. F. Holcombe, Mayor, receives bids to pave Milby St., Polk to Engelke, 35, 40 and 42 ft. wide; also

Hutchins from McGowen to Hadley; J. C. McVea, City Engr.

Tex., Houston—City, O. F. Holcombe, Mayor, received low bids from Uvalde Rock Asphalt Co., Frost National Bank Bldg., San Antonio, at \$39,904 to pave Elm St., Westheimer to Haddon; from Brown & Root, Georgetown, at \$55,044 for Southmore, Main to Almeda, and at \$74,017 to pave Millam St., Hadley to McGregor.\*

Tex., Houston—Harris County, Chester H. Bryan, County Judge, plans 8 state and 13 other roads: 9.3 mi. concrete 20-ft. Main St., Bellaire Blvd. to county line; 14 mi. concrete slab, Galveston road, Berry Gully to Clear Creek; 24.5 mi. 18-ft. concrete, Crosby road, intersection McCarty Ave. and Market St., via Wallsville road, to County Home; 4 mi. 18-ft. concrete, Washington County road, from Eureka; 25.3 mi. from Satsuma to county line; 7.7 mi. 18-ft. concrete, East Montgomery road, Little York to Kuykendahl road; 10.7 mi. macadam base, bituminous surface, Kuykendahl road to county line, including concrete bridges, replace wooden bridges; 5.3 mi. 18-ft. concrete Humble road, from point north of city limits to Green's Bayou.

In 9.5 mi. 18-ft. macadam base, bituminous surface, from Green's Bayou to county line; 23 mi. 18-ft. macadam base, bituminous surface, Eureka to Katy; 5.4 mi. 18-ft. macadam base, bituminous surface, Almeda road, I. & G. N. R. crossing to Alameda; La Porte, 17.6 mi. 20-ft. concrete, from Harrisburg to Five Points, replace wooden structures with concrete; Market St., 13.6 mi. 20-ft. concrete, Goose Creek Ave. to Goose Creek; wooden trestle over Old River, steel bridge over San Jacinto River; 8.2 mi. 20-ft. shell and crushed rock base, bituminous surface, from San Jacinto River to Goose Creek Ave.; Westheimer road, 8.1 mi. 18-ft. macadam base, bituminous top, Ball Blvd. to Dr. Rogers Corner; telephone road 8.1 mi. 18-ft. macadam base, bituminous top, from G. H. & S. A. R. R. to county line.

In Bellaire Blvd., 3.1 mi. 20-ft. concrete, Kirby Drive to Bellaire; West Montgomery road, 20 mi. macadam base, bituminous top, from end of asphalt top to Tom Ball road, concrete structures, replace wooden bridges; Houston Ave. Extension, 5 mi. 18-ft. concrete, North Main St. to Little York; Clinton road, 5.3 mi. from underpass at Turning Basin to Galena, from underpass to McCarty Ave.; McCarty Ave. to Galena; Hardy St. road, 2.2 mi. 18-ft. macadam base, bituminous top, city limits to Creosote Works; Lawndale Ave., 1.5 mi. 20-ft. macadam base, bituminous top, Bay's Bayou to Harrisburg road; Battle Ground road, 4 mi. 18-ft. macadam base, bituminous top, La Porte road to Zavalla Point Ferry; Wayside Drive and Navigation Blvd., 56-ft. concrete, Sixty-ninth St. Bridge to Houston city limits; cost \$6,000,000. See Financial News—Bond Issues Proposed.

Tex., Huntsville—Walker County, A. T. McKinney, Jr., County Judge, plans 14,826 mi. grading and bridges, Highway No. 45; D. K. Caldwell, County Engr.

Tex., Huntsville—Walker County, A. T. McKinney, County Judge, plans 15,429 mi. 18-ft. concrete, Highway No. 19, Huntsville to Montgomery County line, estimated cost \$463,000; D. K. Caldwell, County Engr.

Tex., Kingsville—City, Mayor Goode, plans widening to 36 ft. and paving Sixth St. with limestone base and asphalt topping.

Tex., Kingsville—City, J. F. Good, Mayor, plans street improvement; cost \$180,000. See Financial News—Bond Issues Proposed.\*

Tex., Linden—State Highway Com., Hal Moseley, Chmn., Austin, appropriated \$57,000 toward completing highway from Atlanta to Linden, Cass County; also plans wooden bridge over John's Creek, grade and gravel surface road from creek to Linden; A. C. Love, State Highway Engr.

Tex., Lubbock—Lubbock County, Chas. Nordyke, County Judge, plans 2 roads: 17,587 mi. grading and bridges, Highway No. 7; estimated cost \$45,000; 4,507 mi. grading and bridges, Highway No. 7; estimated cost \$7500; B. K. Garrett, Res. Engr.

Tex., Raymondville—Willacy County, W. H. Mead, County Judge, plans 17,915 mi. grading, bridges and concrete base, 1-in. rock asphalt surface, Highway No. 95, Kenedy County line to Cameron County line, estimated cost \$669,800; J. E. Johnson, County Engr.

Tex., Rockwall—City, W. A. Dumas, Mayor, plans permanent paving on College St., cost \$50,000. See Financial News—Bond Issues Proposed.

Tex., Rosenberg—City receives bids for about 2000 ft. concrete curb and gutter. Address City Clk.

Tex., San Marcos—State Highway Com., Hal Moseley, Chmn., Austin, received low bid from W. E. Dozier, Austin National Bank Bldg., Austin, at \$62,199 for 18.6 mi. inverted penetration asphalt pavement on gravel base, State Highway No. 2, Hays County.\*

Va., Alexandria—Board of Directors of Chamber of Commerce interested in widening River road between Alexandria and Washington.

Va., Orange—State Highway Dept., H. G. Shirley, Chmn., Richmond, plans improving road between Orange and Fredericksburg, known as gap between Locust Grove and Wilderness Bridge.

W. Va., Clarksburg—City, D. H. Hamrick, Clk., receives bids Oct. 5 to pave, curb and sewer, etc., East Pike, North Twentieth and Alley; 3680 ft. curbing, 2 manholes; plans from City Mgr.

W. Va., Clarksburg—Harrison County Court plans road from Shinnston and Middlebourne pike to Robey Bridge, Eagle Dist. Address County Commsr.

#### Contracts Awarded

Fla., St. Petersburg—City, J. O. Spencer, Acting Director of Public Works, let contract to E. R. Tibbetts Co. to pave 22d St., Ninth to Tangerine Ave.

Fla., Titusville—Brevard County Commsr. let contract to Carl H. Fay, Cocoa, for 3 roads: 1 mi. hard surface old Dixie Highway, from city limits of Titusville toward LaGrange; about ½ mi. paved road in Mims, connecting Dixie Highway at Dunn's Court with Southmore road; also to oil and slag golf course road from city limits to point beyond Whispering Hills Golf Estates.

Ky., Pineville—State Highway Dept., Frankfort, let contract to Foulkes Construction Co., Terre Haute, Ind., at about \$720,000 for 27 mi. 16-ft. concrete pavement, Pineville-Harlan road.

Md., Frostburg—City let contract to Brady Bros. to concrete Wood-Center St. extension from Union to Mechanic, 18-ft. street, 5-ft. sidewalk.

Mo., Columbia—City let contract to Sandy Butler at \$10,000 to pave Anthony St.; to Herbert Ravenscroft to grade and gravel Sanford St.

Mo., Springfield—City, C. A. Dickerson, Clk., let contract to Edgar V. Koch, 420 E. Walnut St., to pave Newton Ave., State to Madison St.; F. X. Baron, 405 W. Lynn St. for sidewalks on Kansas Ave., Division St. north.

Okla., Oklahoma City—City, M. Peshek, Jr., Clk., let contract to Western Paving Co., Traders Nat. Bank Bldg., Oklahoma City, at \$48,749, for 4 blocks asphalt paving.

Tex., Dallas—City let contract to Bituthic Co., Dallas, at \$19,000, to pave Fitzhugh Ave., Forney to Gaisford.

Tex., Houston—City, O. F. Holcombe, Mayor, let contract to Scott Shambaugh, 1400 Dowling St., at \$21,766, for 2-in. limestone rock asphalt paving on Mandell St.

Tex., Houston—City, O. F. Holcombe, Mayor, let contract to Haden & Austin, Santa Fe and Runnels Sts., at about \$35,000, to gravel and top 3 drives: Buffalo, White Oak, Waugh.\*

Va., Portsmouth—Virginia Electric & Power Co., J. F. McLaughlin, V.-P., let contract to F. J. McGuire, Bankers Trust Bldg., Norfolk, to pave between tracks on High St. with sheet asphalt.\*

W. Va., Charleston—City, W. W. Wertz, Mayor, let contract to K. E. Reed Co., Eighth Ave., at about \$46,422, to pave 7 streets, including Grant, Dryden.

W. Va., Huntington—Cabell County Court let contract to Harrison & Dean, 921 Fifth Ave., at \$11,565 for Gimlet Branch road, parallel to Chesapeake & Ohio Ry., from Four Pole Creek to Wayne County line, Guyandotte Dist.

W. Va., Wheeling—City, H. L. Kirk, Mgr., let contract to H. L. Seabright Co., 43d and Wood St., at about \$55,000 to pave streets and alleys with concrete and old brick, lay 100 ft. new concrete curb and reset 110 ft. curb.\*

W. Va., Williamson—State Road Com., Charleston, and Mingo County Court let contract to O. S. Hord, 2607 Fourth Ave., Huntington, at \$24,038, to grade and drain 4 mi. road, between Naugatuck and Kermit, Route No. 8, between Huntington and Bluefield.\*

## CONSTRUCTION DEPARTMENT

## Manufacturers Record

## Sewer Construction

**Large sums are being expended for sewage facilities in connection with Land Development operations. Details will be found under that classification.**

Ark., Berryville—City, J. W. Bain, C. F. Denney, will install complete sewer system and addition to water works; cost \$45,000; estimates and surveys being made; E. M. Ratliff, Engr., Fayetteville.\*

Ark., Fayetteville—City will issue \$100,000 bonds for sewers. Address The Mayor.

Fla., Jacksonville—City Coms., Frank H. Owen, Chrmn., receives bids Oct. 13 for sewer material and constructing sanitary and storm sewers. (See Machinery Wanted—Sewers.)

Fla., Pierson—City, J. C. Cade, Mayor, receives bids Oct. 12 for storm drains. (See Machinery Wanted—Sewers.)

Fla., Sebring—See Water Works.

Ga., Elberton—See Textile Mills.

La., DeQuincy—Town considering installation of sewer system; cost \$100,000; H. L. Smith, Engr., Chrmn. of Committee.

La., Jonesville—City reported let contract to Montgomery Bros. for sewerage and light plant; A. E. Joseph, Engr., Glenmora.

Miss., Jackson—See Land Development.

Mo., Campbell—City voted \$35,000 sewer bonds. Address The Mayor.\*

Miss., McComb—Sullivan, Long & Haggerty, Besemer, Ala., have contract for sewage disposal work at \$56,599; work includes Imhoff tank, sewage lifts, doser and sprinkling filters; Henry A. Menta, Consist. Engr., Citizens National Bank Bldg., Hammond, La.\*

Mo., Clarence—See Water Works.

Mo., Kansas City—City, Matthew S. Murray, Director of Public Works, plans installing storm and sanitary sewer in District No. 543; cost \$65,000; will soon call for bids.

Mo., Clayton, Ind., Branch St., Louis—Board of Aldermen reported plans constructing \$100,100 sewer.

Mo., West Plains—City, J. P. Harlin, Mayor, let contract to W. B. Carter Co., Sioux City, Iowa, for complete sanitary sewerage system, with disposal plant; 100 ft. of 6-in., 60,000 ft. of 8-in., 2700 ft. of 10-in. and 2600 ft. of 12-in.; install separate sludge digestion, clarifier, screen chambers, Dorco machinery; Russell & Axon, Engrs., 404 McDaniel Bldg., Springfield.\*

N. C., Hayesville—See Water Works.

Okla., Tulsa—City, Charles Schultz, Engr., will expend \$1,155,000 for 34 sewer projects, new work and extension to present system, from 36-in. to 120-in., cement, brick or pre-cast pipe construction; bonds will probably be sold about Nov. 1 and bids for some projects will be let at once; Wm. R. Wooten, Engr. of Sewers.\*

Tex., Alto—Town, Edwin Palmer, Mayor, will expend \$40,000 for sanitary sewer system; 4 miles of 6-in. to 12-in. terra cotta pipe, Imhoff tank; R. C. Wilson, Engr., 816 Kirby Bldg., Dallas.\*

Tex., Brownsville—City votes October 16 on \$35,000 sanitary sewer and \$65,000 storm sewer bonds. Address The Mayor.

Tex., Dallas—R. J. Estep Co., Wilson Bldg., has contract at \$14,545 for sewers in Lagow district.

Tex., Houston—City received low bid from A. E. Quay Contracting Co., 4717 Jack St., for storm water sewer on Bagby St. from Dallas to West Dallas, for sewer on Chenevert from Preston to Franklin, and on Magnolia to Commerce; Charles K. Horton, 2202 Clay St., for storm sewer on Live Oak St. from Leland to Bell, and for 8-in. water main on Canal St.\*

Tex., Marfa—See Water Works.

Va., Richmond—Westhampton section will vote Nov. 2 on water and sewer bonds. See Financial News—Bond Issues Proposed.

W. Va., Clarksburg—See Roads, Streets, Paving.

## Shipbuilding Plants

Mo., St. Louis—Barrett Boat Works, Inc., capital \$15,000, chartered; Abner J. Barrett, 7510a S. Broadway.

## Telephone Systems

Ala., Andalusia—The Andalusia Telephone Co., R. R. Brantley, Supt., contemplates im-

proving plant, lay approximately 7000 ft. new cable.

Tex., Amarillo—Southwestern Telephone Co., F. M. Hoag, Gen. Mgr., Western Indemnity Bldg., Dallas, let contract to the Gilsonite Contracting Co., Athletic Club Bldg., Dallas, for new exchange building.\*

Tex., Bruni—The Bruni Telephone Co., capital \$10,000, incorporated; G. Underwood, Marshall Hicks.

## Textile Mills

Ala., Anniston—Latsch-Hazelwood Cotton Mills, Inc., chartered with A. H. Quinn, Sec., reported acquired Munford Cotton Mill.

Ga., Elberton—Robert & Co., Atlanta, reported prepared plans for 70x370 ft. silk mill for Seaboard Mills; boiler room and number of operatives homes; cost about \$100,000.

Elberton Chamber of Commerce wires: "Information received that interests associated with Susquehanna Silk Mill, Sunbury, Pa., are promoting erection of Seaboard Silk Mill here; Georgia corporation contract for building 70x360 ft. awarded yesterday to A. K. Adams & Co., Atlanta; dwellings to Fiske Carter Construction Co., Greenville, S. C.; completion within 90 days." Further advises state that Susquehanna Silk Mills and allied interests of New York and Pennsylvania are promoting construction of silk weaving mill to employ 200 persons; mill will be operated by company now being formed under laws of Georgia to be known as Seaboard Silk Mills, with capital of \$500,000; Elbert County Comr., will open 50-ft. road from Petersburg Rd. to village and plant; city will enlarge water mains. Installing 8-in. pipes for 6-in. mains, complete system of sewers.

La., Shreveport—L. H. Gilmer of Louisiana, Inc., will be incorporated under laws of Louisiana and operated as subsidiary of L. H. Gilmer Co. of New Jersey, Cottman and Keystone Sta., Philadelphia, Pa., with 2 plants in outskirts of Philadelphia, Pa., and 1 plant near Detroit, Mich.; has 10-acre site; will erect textile mill, first unit to be of standard mill construction, 400x150 ft., equipped with 5000 spindles; George Beveridge, Atlanta, Ga., will be a director and will be in charge of local mill.\*

N. C., Greensboro—Revolution Cotton Mills, S. Sternberger, Treas., advised that Carolina Contracting Co., Jefferson Bldg., Greensboro, is erecting addition to plant, company furnishing all materials.\*

N. C., Laurel Hill—Carolina Fabric Mills, Inc., capital \$200,000, chartered; Edwin Morgan and E. A. Morgan; manufacture all kinds of thread into cloth.

Tex., Wichita Falls—D. C. McIntyre, City National Bank Bldg., reported to construct 10,000 spindle cotton mill, employing approximately 400 people.

Va., Strasburg—M. E. Binz Co., Midland Park, N. J., reported acquired Strasburg Silk Mill; enlarge to weave silk and rayon.

## Water Works

**Large sums are being expended for water works in connection with Land Development operations. Details will be found under that classification.**

Ala., Florence—City, W. S. Eastep, Mayor, plans installing 1,600,000 gal. capacity standpipe and water-rate control machine; cost \$85,000.\*

Ala., Sulligent—J. B. McCrary Engineering Corp., Atlanta, Ga., will make survey of city for water works system.

Ark., Marianna—City plans reconstruction and improvements to water system; cost \$120,000; Major Thomas H. Allen, Bank of Commerce Bldg., Memphis, Engr. in Charge.

Fla., Flagler Beach—City plans installing water works system. See Financial News—Bond Issues Proposed.

Fla., Lake Jovita, Dade City—Town will install water works. See Financial News—Bond Issues Proposed.

Fla., Ormond—City voted bonds for installing water distributing system, sewers, parks, etc. See Financial News—Bond Issues Proposed.

Fla., Sebring—City voted water extension, storm sewer, sanitary sewer and street lighting bonds. Address The Mayor.\*

Ga., Elberton—See Textile Mills.

La., Alexandria—Arkansas Oak Flooring

Co. reported let contract to E. E. Rabalais, Bunkie, for reservoir.

Miss., Jackson—See Land Development.

Mo., Clarence—City votes Oct. 12 on \$140,000 bonds for water and sewers. Address The Mayor.

Mo., Branson—City will construct 5 miles cast iron and galvanized pipe system, install 20 h. p. motor-driven pump; cost \$40,000; J. T. Cox, Contr., 401 Land Bank Bldg., Springfield; United Iron Works, 14th and Joplin Sta., Joplin, Mach. Contr.; Alexander Engineering Co., Engr., Woodruff Bldg., Springfield.

Mo., Willow Springs—City reported plans construction of 90,000-gal. reservoir, install booster pump. Address The Mayor.

N. C., Asheville—Trustees of South Buncombe Water and Watershed District receives bids Oct. 12 at office of Charles E. Waddell & Co., Engrs., Jackson Bldg., for materials and labor to construct water system. (See Machinery Wanted—Water Works.)

N. C., Charlotte—Tuckaseegee Water Co., incorporated; Julia M. Alexander, Kinney Bldg.; construct water mains outside of Charlotte.

N. C., Hayesville—City voted \$15,000 water works and sewer bonds. Address The Mayor.

N. C., Lincolnton—Highland Water Co., capital \$50,000, incorporated; G. B. Goodson, L. M. Huss, supply water to village of Goodsonville.

S. C., Bamberg—Gaines & McCarty has contract for constructing water-works extensions; cost \$10,000.

Tenn., Knoxville—City let contract to Flenien Construction Co., 521 State St., for construction of 1,000,000-gal. high-service reservoir in South Knoxville. (Other contracts awarded low bidders noted Sept. 23.)

Tex., Marshall—City, T. B. Owens, Mayor will install at water works plant 2 boilers of 261 h.p., cost \$11,198, purchased from Casey-Hedges Co., Chattanooga, Tenn.; compressor from Ingersoll-Rand Co., 11 Broadway, New York, with capacity of 1275 cu. ft. per minute, cost \$7272; later plans installing water heater.

Tex., Marfa—City will install water works and sewer system. See Financial News—Bond Issues Proposed.

Tex., San Antonio—San Jose Water Co. acquired water mains at Harlandale.

Va., Richmond—See Sewer Construction.

## Woodworking Plants

Ala., Birmingham—East Lake Furniture Co., incorporated; Thos. H. Putman, Lester Putman.

Md., Baltimore—Furniture—Chesapeake Manufacturing Co., Sharp and Barre Sts., reported, erect 2-story, 25x116-ft. brick building at 127 Barre St.; O. C. Wright, Archt.

Miss., Friar Point—See Lumber Enterprises.

Miss., McComb—The McComb Box Co., reorganized, T. W. Rhymes in charge; manufacture commercial veneer; reported contemplating building modern box factory.

N. C., Reidsville—The North Carolina Hickory Manufacturing Co., capital \$50,000, incorporated; Minor W. Cutshall, Edward Berth.

Tenn., Johnson City—The Empire Chair Co., R. N. Parker, Pres., reported has plans for an additional plant to manufacture dining-room furniture; one 4-story, 90x150-ft., one 3-story, 80x150-ft. buildings, with ware house, sheds, office, etc.; brick construction throughout; install modern machinery; estimated cost \$200,000; Don Beeson, Archt.

## FIRE DAMAGE

Ala., Montgomery—Piggly Wiggly store, Kinney Shoe store, Weiss & Son, opticians; loss \$100,000.

Ala., Red Bay—School building; loss \$10,000; also Davis & Son's grist mill, G. M. Collum's blacksmith shop and B. M. Collum's cafe and home; loss \$15,000.

Ala., Riderwood—E. E. Jackson Lumber Co.'s plant; loss \$100,000.

Ark., Carthage—Benjamin Lea's cotton gin; loss \$10,000.

Ark., Pine Bluff—W. Z. Stone's residence and barn south of Pine Bluff; loss \$15,000.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Ark., Shaver—School building. Address School Board.

Ark., Wynne—U. S. Hotel on Front St., owned by E. L. Brawner, operated by Kris Kous.

Fla., Plant City—Electric sub-station at Hopewell mines of Coronet Phosphate Co.; loss \$25,000.

Fla., St. Petersburg—Portion of plant (automatic system) of the Peninsular Telephone Co.; W. G. Brorin, Pres. and Gen. Mgr.

Ga., Abbeville—Cotton warehouse of W. G. Brown & Co.

Ky., Auburn—Andrew Brothers' restaurant, Elmer Vick's blacksmith shop, Tom Gill's repair shop; loss \$15,000.

Ky., Harrodsburg—Col. E. H. Gaither's barn at Fair Grounds; loss \$40,000.

Md., Alberton—St. Stanislaus Kostka R. C. Church. Address Rev. Herbert Parker, S. J., Woodstock College, Woodstock, Md.

Md., Catonsville, Baltimore—Three barns on Francis T. Kirby's estate, Frederick Rd.; loss \$15,000.

Mo., Caruthersville—Warehouse of Southeast Missouri Compress Co., E. C. Cox, Mgr.; loss \$300,000.

Mo., Overland Park (Br. of St. Louis)—Building housing Krammenacher Drug Store on first floor, offices of Dr. E. L. Cooley and Dr. W. Wilson above; also a theater and garage; damaged hospital operated by Dr. John O'Connor; loss \$57,000.

Mo., St. Louis—Auditorium of University City High School, 6600 Delmar Blvd., nearing completion; loss \$50,000. Address Alfred Fairbanks, Supt. of Schools.

Mo., St. Louis—Building at 105 South Seventh St., occupied by Superior Battery Manufacturing Co. and Con P. Curran Printing Co.

N. C., Andrews—Andrews Harwood Co.'s machine shop; loss \$8000.

N. C., Hendersonville—J. L. Souther's residence, Druid Hills; loss \$30,000.

N. C., Kernersville—Charles Norman's tobacco barn.

N. C., Statesville—Cow barn at Iredell Experiment Station; F. T. Meacham, Supt.

Okla., Pauls Valley—Mrs. John Hill's residence, N. Walnut St.; loss \$12,000.

S. C., Rock Hill—Warehouse of Williams & Co.; loss \$10,000.

Tex., Dallas—A. Harris & Co.'s department store, Cox's hosiery shop, Reidy's millinery shop; loss \$70,000.

Tex., Eureka—Middlebrooks & Montgomery Co.'s gin; loss \$14,000.

Tex., Kirbyville—Sylar & Gilbert drug store, Gilbert Hotel and home of Mrs. S. J. Miller; loss \$30,000.

Tex., Marshall—John Henderson's residence, Woodlawn; loss \$10,000.

Tex., Orange—Joe Moley's residence, Green Ave. and Tenth St.; loss \$12,000.

Tex., Orange—Joe Molley's residence; loss \$12,000.

Tex., San Antonio—San Antonio Oil Works; loss \$100,000.

Tex., Taylor—Seed house of Travis Cotton Oil Co.; loss \$100,000.

Tex., Weatherford—Warehouse and office of Cities Service Oil Co.

Tex., Wortham—Tucker Hotel and other buildings; loss \$16,000.

W. Va., Weston—Store and gasoline filling station of Boyd Queen at Wilson Siding, near Weston; loss \$12,000.

W. Va., Ziesing—General store, 4-story apartment building, pool room, barber shop, garage and 5 store rooms, owned by S. F. Fessler; Mrs. Kate Lepon's residence; loss \$75,000.

N. C., Charlotte—Wilson Estate, Geo. E. Wilson, Pres., Wilson Motor Co., 708 S. Tryon St., lets contract Oct. 12 for 3 fireproof office buildings, S. Tryon and W. Third Sts.; steel and concrete, 2 and 4 stories, 140x150 ft., concrete roof; Lockwood, Greene & Co., Archts.-Engrs., 24 Federal St., Boston, Mass., Johnston Bldg., Charlotte, etc.; excavation contract lately noted let.\*

Okla., Tulsa—McBirney Investment Co., care E. W. Sipple, Archt., 309 Nat. Bank of Commerce Bldg., have plans completed about December 1 for \$400,000 office building; 8 stories and basement, terra cotta finish, reinforced and structural iron, concrete superstructure, concrete foundation, cement and terrazzo floors, composition roof, steam heat.\*

Tenn., Chattanooga—Hamilton Trust & Savings Bank plans \$1,000,000 bank and office building, Main and Market Sts., South Chattanooga; site 60x110 ft., probably 8 or 10 stories.

Tenn., Maryville—Bank of Maryville, Joe Burger, Pres., remodel interior; new fixtures.

Tex., Austin—Ernest Nalle, care Nalle Lumber Co., 601 E. Sixth St., and associates reported receiving bids, to be opened about Oct. 8, for fireproof store and office building, Eighth and Congress Sts.; cost \$600,000; 10 stories and basement, 161x88 ft., steel and concrete, brick walls, ornamental stone trim, tar and gravel roof, granite wall base, terrazzo and concrete floors; garage for tenants in basement, 6 stories on first floor, 54,000 sq. ft. office space above; Endress & Cato, Archts.; Robt. J. Cummings, Struct. Engr., both Bankers Mortgage Bldg., Houston.\*

Tex., Brenham—Germania Mutual Aid Assn., Mansfield St., erect \$15,000 office building; brick and hollow tile, 1 story, 35x52 ft., concrete foundation, tile roof; C. A. Mulvey, Archt., 611 State Nat. Bank Bldg., Houston. See Machinery Wanted.\*

Tex., Brownwood—Citizens National Bank plans building.

Tex., Dallas—Wm. M. Reilly, 501 Reiley St., plans \$100,000 office building; face brick, stone trim, steel, 4 stories, 58x82 ft., wood, concrete and terrazzo floors, deadening felt, metal ceilings; F. J. Woerner & Co., Archts., 503 Central Bank Bldg.

Tex., Dallas—Cary-Schneider Investment Co., Dr. E. H. Cary, Medical Arts Bldg., erect 15 additional stories over 4-story garage annex to 19-story Medical Arts Bldg., Pacific Ave., Live Oak and St. Paul Sts., for offices; cost \$1,000,000; brick, stone, terra cotta, steel and reinforced concrete, fireproof; W. J. Knight, Struct. Engr., Wainwright Bldg., St. Louis, Mo.; architect not selected.\*

Tex., Houston—Carnegie Steel Co., care Wm. G. Clyde, Pittsburgh, Pa., reported receiving bids, date of opening not set, for fireproof office building and 2 watchmen's houses; former reinforced concrete, brick and tile, 2 stories, 40x120 ft.; latter brick and tile, 1 story, 12x20 ft.; Maurice J. Sullivan, Archt., 516 Second Nat. Bank Bldg., Houston.

Tex., Rio Hondo—J. T. Lomax, San Benito, and associates, receive bids Oct. 4 for stone, hollow tile and stucco bank building; cost \$10,000; 1-story, 30x50 ft., concrete foundation; Harvey P. Smith, Archt., Natl. Bank of Commerce Bldg., San Antonio.\*

Tex., San Antonio—Standard Realty Co., care T. B. Baker, Gunter Hotel, reported planning fireproof building, E. Houston St.; 8 or more stories; probably offices.

Tex., Waco—Amicable Life Insurance Co. reported take bids on revised plans at once for fireproof annex; cost \$125,000; stone, hollow tile and reinforced concrete, 2 stories, mezzanine and basement, 57x50 ft.; remodel present building; Wyatt C. Hedrick, Archt., 305 First Natl. Bank Bldg., Fort Worth; Harry L. Spicer, Asso. Archt., 1614 Amicable Bldg.\*

### Churches

Ark., Fort Smith—Central Presbyterian Church, Oscar Fentress, Chmn., Bldg. Comm., probably start work early in Oct. on \$150,000 church and Sunday school annex, Rogers Ave. and S. 12th St.; Gothic type, brick, 1 and 3 stories and basement, gymnasium equipment; plans by A. G. Lamont, Supt. of Architecture for Presbyterian Church of U. S. A., New York.\*

Ark., Little Rock—St. Andrew's R. C. Church erect \$10,000 chapel, Pulaski Heights; brick and stucco; Sanders & Ginochio, Archts., Hall Bldg.

Ark., Russellville—Methodist Episcopal Church, South, 501 Rivert St., receives bids Sept. 30 at office Rev. R. K. Morehead, Pastor, for light buff brick church, Sunday school and parsonage; cost \$100,000, 1 and

## BUILDING NEWS

### BUILDINGS PROPOSED

#### Association and Fraternal

Ark., Arkadelphia—Arkadelphia Lodge, No. 381, A. F. and A. M., erect \$15,000 to \$20,000 temple, Fifth and Main Sts.; 2 stories, brick; work probably start within 30 days.

Fla., Cross City—Masonic Temple Assn., J. M. McKinney, Pres., erect \$10,000 temple for Cross City Lodge No. 173.

Fla., Jacksonville—Young Women's Christian Assn., C. S. Hamby, Campaign Mgr., raising funds for \$600,000 building, Second St. and Springfield Blvd.

Ga., Atlanta—Yaarab Temple, A. A. O. N. M. S., Edw. L. Tilton, Archt., 141 E. 45th St., New York, member of comm. to select architectural design, selected Marye, Alger & Alger, Walton Bldg., as architects for \$1,000,000 mosque, Peachtree and Kimball Sts.; Saracenic type, reinforced concrete and steel, brick and stone exterior, stucco and colored wall tile interior; auditorium with stage 60 ft. deep having proscenium arch 120 ft. wide, banquet hall seat 1000, lounge and clubrooms, several stores, etc.\*

La., Lake Charles—W. B. Williamson Post, American Legion, R. S. McCook, Archt., Frank Bldg., Chmn. of Bldg. Comm.; plans building; details not determined.\*

Tex., McAllen—Ancient Free and Accepted Masons, C. C. Eckoff, Chmn., Bldg. Comm., call for bids in few days for Spanish type temple; cost \$30,000, face brick, stucco, hollow tile and concrete, Spanish tile roof, 2 stories, 33x77 ft., vapor steam heat; H. A. Salisbury, Archt., 1505 Post Dispatch Bldg., Houston.\*

Tex., McAllen—McAllen Post, American Legion, plans clubhouse, also plan baseball park.

Tex., Raymondville—Independent Order of Odd Fellows plan building.

W. Va., Elm Grove, Wheeling—Osiris Temple, A. A. O. N. M. S.; Wheeling, plans \$400,000 mosque, National Highway.

#### Bank and Office

Ala., Fairhope—Bank of Fairhope, Geo. Martin, Cashier, erect building; J. Platt Roberts, Archt., State Office Bldg., Mobile; M. Dyson, Fairhope, general contract at \$10,300; vault work, Diebold Safe & Lock

Co., Canton, Ohio, \$2527; fixtures, National Show Case Co., Columbus, Ohio, \$3060.

Fla., Inverness—Citrus County Bank of Inverness, J. M. Harvey, Pres., erect face brick bank and office building, site present structure, Main and Pine Sts.; 2 stories, reinforced concrete steel-lined vault.

Fla., Jacksonville—Austin Fullerton, Pres., Murray Hill Development Syndicate, Inc., and associates, organized Medical Arts Corp. to erect \$600,000 Medical Arts Bldg., 325-27 W. Duval St.; Italian Renaissance type, 10 stories, brick and steel, stone facing, top floor finished in stucco; 4-story steel and brick garage, 426-28 Duval St., 2 elevators; pharmacy and surgical equipment store on first floor, 152 offices, including reception rooms; clubroom and medical library on top floor; 4-story steel and brick garage, 426-28 Duval St., to accommodate about 100 cars; Jefferson D. Powell, Professional Bldg., and MacDonald Myer, Archts.; work probably start about 60 days.

Fla., Tampa—Nichols Realty Co., Inc., L. R. Nichols, leased 3-story Hendry-Knight office building, Franklin and Lafayette Sts.; expend \$15,000 to \$20,000 to remodel and renovate; construct offices on third floor.

La., New Orleans—Gretna Bank & Trust Co. having plans completed by Theo. L. Perrier, 310 Carondelet St., for fixtures for branch bank under construction, Metairie Ridge.

La., St. Bernard—Bank of St. Bernard will erect branch bank, St. Claude Ave. near Angela St.; change name to St. Bernard Bank & Trust Co.

Miss., Jackson—Paul Chambers and associates have plans about ready for \$450,000 office building, Pearl and Southwest Sts.; fireproof, brick and concrete, 10 stories, 75x117 ft., concrete floors, composition roof, plastered interior, terra cotta, struct. iron, hollow tile, metal lath, marble, vault doors, ventilators, fire escapes, refrigerator, 3 elevators; 10 stores on first floor; Claude H. Lindsley, Archt., Lamar Life Bldg.; Gardner & Howe, Struct. Engrs., Porter Bldg., Memphis, Tenn.\*

Missouri—State Teachers Assn., Jefferson City, erect \$40,000 office building in Jefferson City or Columbia; W. B. Ittner Co., 911 Locust St., St. Louis, to draw preliminary plans.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

3 stories, 58x66 ft. and 40x70 ft.; J. P. Almand, Archt., Boyle Bldg., Little Rock.\*

La., Shreveport—Agudath Achim Congregation plans synagogue, Line and Herndon Aves. Address The Rabbi.

Fla., Cross City—Methodist Episcopal Church plans building. Address The Pastor.

Fla., Hollywood—Hollywood Baptist Church, Dr. Thos. H. Sprague, Pastor, plans building, Tyler St. and 13th Ave.; cost about \$100,000; auditorium seat 420; Sutton & Rount, Archts., Hollywood and Fort Lauderdale.\*

Fla., St. Petersburg—First Baptist Church, Paul Roper, Chmn., Finance and Bldg. Comm., plans \$200,000 building, adjoining present structure, Washington St.

Fla., Tampa—First Associate Reform Presbyterian Church let contract to Friend & Bournier, Stovall-Nelson Bldg., for \$30,000 church, Park and Tampa Sts.; brick-bearing walls, steel trusses, wood joist, 1 story, wood floors, asbestos shingle roof; Fred J. James, Archt., Citizens Bank Bldg.; electric work, Triangle Electric Co., Florida Ave.\*

Ga., Macon—Mulberry Street M. E. Church, South, having plans drawn by Dunwody & Oliphant, 460 Broadway, for \$200,000 Sunday school; ready for bids about Oct. 1; hollow tile, limestone veneer; 2 stories.\*

Md., Baltimore—Holy Rosary R. C. Church has plans nearing completion by Frank J. Baldwin, 328 N. Charles St., for church, rectory, parochial school and convent, Chester and Bank Sts.; probably call for bids within 2 weeks for church and rectory; cost \$500,000, Romanesque type; church seat 2000, 100x200 ft., two 125 ft. towers; \$500,000 parochial school and convent later.\*

Md., Baltimore—Nazareth Evangelical Lutheran Church let contract to E. Eyring & Sons Co., 3501 Fall Ave., for \$75,000 to \$100,000 building, Highland Ave. and Bank St.; Mount Airy stone, limestone trim, seat 350; Fechter & Brooker, Archts., Oxford, O.

Mis., Greenwood—Baptist Church selected Claude H. Lindsley, Lamar Life Bldg., Jackson, as architect for \$35,000 annex; brick, 2 stories.

N. C., Newton—Beth Eden Lutheran Church, 402 N. Main Ave., Rev. A. R. Beck, Pastor, erect \$25,000 brick church and Sunday school; 2 stories, 36x102 ft., cement and wood floors, concrete foundation, asbestos roof; furnishings, equipment, etc., \$10,000; architect not selected. See Machinery Wanted.\*

N. C., Rocky Mount—North Rocky Mount Baptist Church, Ridge St. and Falls Rd., let contract to A. R. Critcher, 122 Oak St., for \$12,000 brick building; work under supervision of church committee; 3 stories, 38.6x62 ft., pine floors, brick foundation, pitch and gravel roof; E. L. Middleton, Archt.; engineering by Contr. (See Machinery Wanted)\*

Okl., Enid—First Evangelical Congregational Church, Rev. B. E. Reams, Pastor, contemplates \$30,000 building.

Okl., Norman—Christian Church, Rev. F. M. Warren, Pastor, soon have plans completed by Sorey & Vahlberg, Braniff Bldg., Oklahoma City, for \$250,000 building; brick and concrete, 3 stories, concrete foundation, composition roof, pine floors and finish, struct. steel, steam heat; building to be erected in units.\*

S. C., Fort Mill—Baptist Church plans building, site of parsonage, Confederate and Monroe White Sts. Address The Pastor.

S. C., Greenville—Nichel Baptist Church erect building, 400 Hudson St.; cost about \$10,000. Address The Pastor.

Tenn., Hampshire—Methodist Church, Rev. J. A. Allison, Pastor, plans \$15,000 building.

Tex., Amarillo—Methodist Church, Dr. Lewis N. Stuckey, Pastor, purchased site for \$250,000 building; brick, stone and reinforced concrete.

Tex., Denton—Waples Memorial Methodist Church, Rev. H. M. Timmons, Pastor, plans \$50,000 Sunday school; fireproof, brick and concrete, 2 stories and basement; John Tulloch, Archt., 213 M. & P. Bank Bldg., Sherman.

Tex., Dallas—Church of the Incarnation selected Lang & Witchell, American Exchange Bank Bldg., as architect for \$325,000 building, Carroll and McKinney Aves.; C. L. Taver, Chmn. Bldg. Comm.

Tex., Waco—First Baptist Church plans \$100,000 building, 100x165 ft.; seat 1500; Birch D. Easterwood, Archt., 614 Liberty Bank Bldg.

Va., Beaver Dam—Christian Church erect \$11,000 building; ready for bids; Herbert

L. Cain, Archt., Grace Securities Bldg., Richmond. Address Rev. C. M. Ford, Pendleton, Va.

Va., Roanoke—Waverly Place Baptist Church erect \$60,000 Sunday school; 3 stories and mezzanine, 50x110 ft.; Herbert L. Cain, Archt., Grace Securities Bldg., Richmond.

Va., Suffolk—Christian Church erect Sunday school and alter main auditorium; cost \$70,000 to \$90,000; 3 stories, 35x100 ft.; Herbert L. Cain, Archt., Grace Securities Bldg., Richmond.

Va., Winchester—First Baptist Church erect \$50,000 building, Washington and Picadilly Sts.; H. L. Cain, Archt., Grace Securities Bldg., Richmond.

W. Va., Weston—Methodist Episcopal Church, Rev. R. G. Blackus, Pastor, remodel and erect addition, Third St.; cost \$25,000; basement under all; probably let contract about Oct. 1.

### City and County

Ala., Mobile—Cherokee County Board of Revenue, Albert S. Towle, Pres., plans detention home; J. Platt Roberts, Archt., State Office Bldg.

Ark., El Dorado—Union County Board of Comms., reported receiving bids, to close about Oct. 1, for fireproof courthouse and jail; reinforced concrete, limestone, common brick, 4 stories and basement, 90x140 ft., built-up roof, marble and plaster interior, tile, marble and concrete floors, plate glass, metal sash, struct. steel lintels, 2 elevators; Mann & Stern, Archts., 708 A. O. U. W. Bldg., Little Rock.\*

D. C., Washington—District Commission, District Bldg., has low bid at \$282,700 from Geo. E. Wyne, 29th and Calvert Sts. N. W., for addition to and reconstruction of east wing of jail; plans by A. L. Harris, Municipal Archt., Dist. Bldg.\*

Fla., Auburndale—City, D. W. Thorp, Jr., City Mgr., contemplates city hall; \$60,000 bonds voted.

Fla., St. Petersburg—City Commsn. plans small building to house articles in present Memorial Historical Bldg.

Fla., Sebring—City voted \$60,000 city hall and \$50,000 fire station bonds. Address City Council.

La., Bunkie—City plans 1-story brick jail. Address The Mayor.

La., New Orleans—City Park Commission receives bids Sept. 27 for hollow tile and stucco public rest room in City Park; 1 story, tile roof, concrete floors, plastered interior, copper screens; Weiss & Dreyfous, Archts., Maison Blanche Bldg.\*

La., Ruston—City, W. Shep Moore, Mayor, has completed plans for \$15,000 fire station, E. Mississippi and Bonner Sts.; buff stucco, red tile roof, 40x80 ft.; work start within 30 days.

La., Shreveport—Caddo Parish Police Jury receives new bids until Nov. 11 for steel construction in \$1,000,000 courthouse; Edw. F. Neill, Archt., 1206 City Bank Bldg.; Glassell-Wilson Co., Inc., Gen. Contr., Sinclair Bldg.\*

Md., Baltimore—City, Howard W. Jackson, Mayor, probably have plans go out for bids about Oct. 6 on city hall annex, Holliday and Lexington Sts. and Guldorf Ave.; cost \$2,000,000, fireproof, 208x149 ft., 12 stories and pent house, steel frame, limestone exterior, hollow and interior tile, metal doors, steel sash and trim, wire glass, tile, terrazzo, concrete and linoleum floors, marble, terra cotta trim, mail chutes, vaults, ventilators, sprinklers, 4 passenger elevators; Wm. H. Emory, Jr., Archt., 18 E. Lexington St.; Jos. Evans Sperry, Consit. Archt., Calvert Bldg.\*

Miss., Hazlehurst—Copiah County Board of Supervisors receives bids October 4 for 4 dwellings at convict farm; plans and specifications from office clerk.

S. C., Orangeburg—City selected G. Lloyd Preacher & Co., Healey Bldg., Atlanta, Ga., as architects for \$175,000 municipal building.

Tex., Corsicana—City plans library. Address City Council.

Tex., Dallas—Dallas County Commissioners' Court, F. H. Alexander, County Judge, selected Lang & Witchell, American Exchange Bank Bldg., as architects for fireproof Hall of Records, Main and Jefferson Sts.; cost about \$500,000; 8 stories.

Tex., Wichita Falls—City, W. E. McBroom, City Sec., receives from architects sketches Oct. 11 for \$500,000 city hall-auditorium; fireproof; bond election Sept. 30.\*

Va., Norfolk—City, Mr. Truxton, City Mgr., considers erecting municipal industrial plant vicinity of 12th and Bank Sts.; probable cost

about \$200,000; accommodate city garage, stables, asphalt plant, etc.

Va., Richmond—City rebuild comfort station, Chimborazo Park; work started. Address City Council.

### Dwellings

Ala., Albany-Decatur—Dyke S. Echols erect brick veneer and stucco residence; 2 stories, 64x36 ft., composition roof, hardwood floors, vapor heat; Wm. Leslie Welton, Archt., 1905 American Trust Bldg., Birmingham.

Ala., Anniston—Lewis Ogletree erect \$20,000 residence, Glenwood Terrace.

Ala., Ensley—J. E. Dickson, 2131 Thirtieth Place, rejected bids for frame residence; soon call new bids; 2 stories and basement, 30x40 ft., composition roof, concrete basement, hard wood floors, hot water heat; Phillip S. Mewhinney, Archt., 1014 Woodward Bldg., Birmingham.

Ala., Selma—Chas. S. Biser plans residence on farm, Marion Junction Rd.

Ala., Tuscaloosa—Dr. J. J. Doster erect frame residence, University of Alabama; 2 stories, hardwood floors, composition roof, hot air heat; Miller & Martin, Archts., 911 Title Guarantee Bldg., Birmingham.

Ark., Gentry—Baptist Church, Rev. A. N. Stanfield, Pastor, plans parsonage.

Ark., Jonesboro—L. T. Wallace, care Baptist College, erect residence, Cole's third addition.

Ark., Lake Village—Dr. E. P. McGehee erect \$35,000 residence.

Ark., Mena—L. H. Brown, Maple Ave., contemplates residence, White Oak tract.

Ark., Searcy—W. E. Blume erect cobblestone residence, Acadamy St., near Fourth St.; 1 story.

D. C., Washington—Honor Realty Co., 1110 New York Ave., Walter Cohen, Pres. (Baltimore, Md., office is called Realty Trades, Inc., 501 Phoenix Bldg.), erect number cottages and bungalows in District of Columbia and Maryland; work start on several within 30 to 60 days.

Fla., West Palm Beach—E. W. Crouch Co. erect 4 dwellings, Grant St.; cost \$2500 each.

Ga., Edison—Edison Baptist Church, Rev. L. M. Jones, Pastor, erect parsonage.

Ga., Waycross—Mrs. Flora J. Bennett erect 2 dwellings, Walker St.

Ga., Waycross—C. A. Tillman erect residence, Carswell Ave.

Ga., Waycross—A. Chambers erect residence, Gilmore and Washington Sts.

Ga., Waycross—P. N. Harley, Jr., erect residence, Gilmore St.

Ga., Waycross—L. C. Warren erect residence, Alice St.

Ky., Mayfield—Dr. E. A. Stevens, Fifth St. and Broadway, erect \$20,000 residence; brick veneer, 2 stories and basement, 3640 ft., quarter sawed oak and tile floors, concrete foundation, asbestos shingle roof; Estes W. Mann, Archt., Cotton Exchange Bldg., Memphis, Tenn.; X. B. Wickersham, Engr., S. Ninth St.; excavating completed; contract not let. Address Owner. See Machinery Wanted.\*

La., New Orleans—Mrs. Wm. E. Brown, 3415 Carondelet St., ready for sub-bids in few days for altering residence, Audubon St.; Lockett & Chachere, Archts., Title-Guaranty Bldg.

La., New Orleans—J. C. Brill, United Fruit Bldg., erect raised residence, Carrollton Ave. near Delgado St.; cost about \$10,000; Walter Cook Keenan, Archt., 602 L. & L. & G. Bldg.

La., New Orleans—J. J. Lagarde, Archt., Canal-Commercial Bldg., receives bids Oct. 5 for frame and stucco duplex, Upperville and Roman Sts.; 2 stories, tile and composition roof, tile floors, plastered interior.

La., New Orleans—Las Casas Buenas, Inc., 324 Baronne St., erect 3 single bungalows, Crete Rd., Derby Place; total cost \$15,000.

La., New Orleans—Walter Cook Keenan, Archt., Liverpool & London & Globe Bldg., receiving sub-bids for dwelling, 2114 Pine St.; work includes masonry, paving, drains, carpentry, millwork, plastering, plumbing, tile work, sheet metal work, glazing, painting, hardware, wiring and fixtures, floor finishing, screens.

Md., Baltimore—Progressive Building Co., 3826 Arabia Ave., erect 10 brick dwellings, 400 block Poplar Grove St.; 2 stories; total cost about \$25,000.

Md., Baltimore—Thos. J. Donohue, 1529 Montpelier St., erect 28 brick dwellings, 2400 block Robt St.; 2 stories; total cost \$56,000.

If the Manufacturers Record is mentioned.

Md., Rockville—J. Hite Miller, 1416 F St. N. W., receives bids Sept. 28 for Colonial residence; cost \$45,000; tile and stucco, wood floor and roof constr., 2 stories, 30x75 ft., slate and tin roof; A. P. Clark, Jr., Archt., 816 14th St. N. W., both Washington, D. C. See Machinery Wanted.\*

Miss., Brookhaven—Geo. Decell, Jr., plans residence.

Miss., Vicksburg—W. F. Smith, First Natl. Bank Bldg., erect 5 bungalows, Polk St.; total cost \$10,000.

Mo., Joplin—M. M. Vickery, care Waterman Gardens, erect Spanish type residence, Freeman Grove.

Mo., Kansas City—Geo. A. Ross erect \$12,000 residence, 233 W. 68th St.

Mo., Kansas City—H. J. Hodes erect \$10,000 residence, 436 Edgevale Rd.

Mo., Kansas City—Herman Hansen, 2025 Swope Park Way, erect \$10,000 residence, 438 W. 60th St.

Mo., St. Louis—G. F. Hellrung, 7136 Lindell Blvd., erect \$35,000 brick residence and garage, Tesson subdivision; 54x36 ft.

N. C., Asheville—Fred Williams erect number duplexes.

N. C., Greensboro—H. T. Ireland erect 2 dwellings, Fairmont St.; cost \$12,000 each; brick, 2 stories, composition roofs.

N. C., Greensboro—A. K. Moore Realty Co., W. Market St., erect \$20,000 dwelling, W. Market St. near Aycock St.; brick, 2 stories, 8 rooms, tile or slate roof.

N. C., Greensboro—Fred B. Siegrist erect \$12,500 residence, Chauncey Place near Blair Lane; 2 stories, 7 rooms, frame and stucco.

Okla., Hominy—Edie Logan erect \$12,400 residence; 2 stories, 51x42 ft., frame; H. D. Joll, Archt., Pawhuska; bids opened.

Okla., Oklahoma City—Harry Fender erect \$10,000 frame and stucco residence and garage; Frank Walter, Archt.

Okla., Pawhuska—Martha Hopper erect \$16,000 residence; 1 story, 42x61 ft.; H. D. Joll, Archt.; bids opened.

Okla., Pawhuska—Carl Ponca erect \$10,000 residence; 1 story, 36x51 ft., frame; H. D. Joll, Archt.; bids opened.

Tenn., Knoxville—L. C. Stair, Sec.-Treas., J. Allen Smith Co., Depot and Central Sts., erect \$14,000 residence, Arrowhead Trail: brick and stucco veneer, 7 rooms; Peckinpaugh Construction Co., Contr., Island Home Pike.

Tenn., Memphis—Paul D. Alvis, 1441 Poplar Ave., erect \$15,000 residence; brick, 1-story and basement, oak floors, tile baths and terrace, vapor steam heat, garage and servants' quarters; J. J. Broadwell, Archt., Cotton Exchange Bldg.

Tenn., Memphis—Foster & Stevenson, 401 First Natl. Bank Bldg., contemplate 8 brick veneer dwellings, Colonial Gardens and Hall Wood Crest subdivision; 1 and 2 stories and basement, composition shingle roof, oak floors, tile baths, hot water heat, garage.

Tenn., Memphis—C. J. Haase, 152 Madison Ave., erect \$40,000 residence, Hedgemoor subdivision; 2 stories and basement, tile roof and baths, oak floors, vapor steam heat, garage and servants' quarters; J. J. Broadwell, Archt., Cotton Exchange Bldg.

Tenn., Memphis—Horace H. Hull, care Hull-Dobbs Co., 115 New S. Third St., contemplates remodeling residence, 1423 Vinton St.

Tenn., Memphis—Roy H. McKay, care M. M. Bosworth Co., 1076 Texas St., erect field stone and stucco residence, Harbert Ave.; 1 story and basement, 45x76 ft., composition, shingle roof, oak floors, tile baths, metal casement windows, garage and servants' quarters; Geo. Mahan, Jr., Archt., 700 American Bank Bldg.

Tenn., Memphis—Palmer Bros., Fidelity Bank Bldg., and C. J. Haase, 152 Madison Ave., erect \$16,000 residence, Hedgemoor subdivision; brick veneer, stucco and half timber, 2 stories and basement, about 54x28 ft., composition shingle roof, oak floors, tile baths, steam heat, garage and servants' quarters; Polk W. Agee, Archt., 1315 Fidelity Bank Bldg.

Tenn., Memphis—Morris Rosen, Main St. and Monroe Ave., contemplates 4 brick veneer dwellings, Stonewall subdivision; 1 story and basement, 5 and 6 rooms, composition shingle roofs, oak floors, tile baths, hot water heat, garage; total cost about \$32,000.

Tenn., Memphis—J. D. Swearengen, 618 Monroe Ave., erect \$12,500 residence, Hedgemoor subdivision; painted brick, 1 story and basement, 34x96 ft., wood shingle roof, oak floors, tile baths, steam heat, garage and ser-

vants' quarters; J. Frazer Smith & H. M. Burnham, Archts., Goodwyn Inst. Bldg.

Tenn., Memphis—J. T. Wellford, 66 Madison Ave., erect \$15,000 residence, Bellaire Woods; brick, 2 stories and basement, about 36x57 ft., tile roof and terrace, oak floors, 2 tile baths, steam heat, garage and servants' quarters; I. A. Baum, Archt., 1224 Columbian Tower; receiving bids.

Tex., Beeville—Raymond H. Rhea erect residence, North Beeville.

Tex., Galveston—W. L. Moody, 3rd, 1718 F St., plans residence, Cedar Lawn.

Tex., Galveston—Clark W. Thompson, 22nd and E Sts., start work in about 1 week on residence, Cedar Lawn.

Tex., Harlingen—L. R. Hollingsworth receives bids Oct. 4 (extended date) for Colonial residence; brick and hollow tile, 2 stories, cost \$20,000; Harvey P. Smith, Archt., Nat. Bank of Commerce Bldg., San Antonio.\*

Tex., Houston—Dr. Frank Strozier, Kress Bldg., erect \$11,000 residence and garage, 2023 Branard St.; brick veneer, 7 rooms and bath.

Tex., Houston—Joe Karr, 3514 Avenue M, erect \$15,000 residence; frame, 2 stories, metal lath, plaster, hot water heat; R. R. Rapp, Archt., 417 Guaranty Bldg.

Tex., Houston—L. Lipper, Post-Dispatch Bldg., erect \$11,000 residence and garage, 1036 Betha St.; Turner addition; brick, veneer, 8 rooms and bath.

Tex., Houston—H. C. Vogt, 812 Hawthorne Ave., erect \$11,000 brick veneer dwelling and garage, 2508 Oakdale St., Riverside Terrace; 9 rooms and bath.

Tex., Houston—Frank Strozier erect \$11,000 brick residence, 2033 Branard St.; 2 rooms.

Tex., Houston—M. Steinbaucher erect 2 brick veneer dwellings, 2909-13 Arbor St.; 2 stories; cost \$10,000 each.

Tex., San Antonio—Vines Tucker, 704 E. Euclid St., erect \$11,000 residence, Mulberry and Princess Pass Sts.; stone and hollow tile, concrete foundation, 1 story; J. Clyde & Percy W. Williams, Archts., Moore Bldg.

### Government and State

Fla., St. Augustine—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C., receives bids Oct. 11 for remodeling and enlarging post office and custom house; drawings and specifications from Custodian at site or from office Supervising Archt.

Ky., Hopkinsville—City and Christian County will jointly erect armory to be leased to State Armory Commission. Address City or County Commissioners.

N. C., Raleigh—State, Angus W. McLean, Gov., will finish and furnish fourth and fifth floors of office building, Morgan and Salisbury Sts.; cost \$40,000.

Tenn., Memphis—Tri-State Fair Assn., care F. D. Fuller, Sec., contemplates manufacturers and retailers building at fair grounds; probably vote on \$250,000 bonds.

### Hospitals, Sanitariums, Etc.

Ala., Sheffield—Cities of Sheffield and Tuscaloosa and Colbert County open bids in Dec. for \$150,000 reinforced concrete hospital; dimensions not determined, tile and probably linoleum on cement floors; Bem Price, Archt., 1418 Age-Herald Bldg., Birmingham.\*

Ark., Booneville—Ancient Order United Workmen, A. O. U. W. Bldg., Little Rock, receives bids October 2 at office Haralson & Nelson, Archts., 408 Merchants Bank Bldg., Fort Smith, for hospital building at Arkansas Tuberculosis Sanatorium; cost \$15,000, stone, hollow tile and stucco, frame floors and partitions, 1 story, 30x157 ft., concrete, composition and wood floors, stone foundation, composition shingle roof; separate bids for general, including electric wiring, for plumbing and for steam heating; plans from office Archts.\*

La., New Orleans—Charity Hospital ready for bids about 30 days on reinforced concrete, brick and cast stone trim nurses' home, Tulane Ave.; cost \$175,000; 3 stories and basement, fireproof, plastered interior, steel sash, steam heat, 1 electric passenger elevator, 1 dumb waiter, 40 beds; Diboll & Owen, Archts., Interstate Bank Bldg.

Md., Baltimore—Board of Awards, Mayor Howard W. Jackson, Pres., receives bids in duplicate Oct. 6 at office Fred. A. Dolfield, City Register, City Hall, for alterations and additions to white tuberculosis building, Baltimore City Hospital, Eastern Ave. extended;

drawings and specifications seen at office Bureau of Buildings.

Miss., Biloxi—Biloxi City Hospital Assn., E. Beach St., erect \$200,000 city hospital, E. Beach; details not determined; furnishings, equipment, etc., \$50,000; Carl A. Matthes, Archt., W. Howard St.

Mo., Cape Girardeau—Southeast Missouri Hospital, care M. E. Fleming, Chmn., Finance Comm., erect \$100,000 hospital; reinforced concrete, brick, Bedford limestone and steel, 2 stories, terrazzo floors, built-up roof, plate and D. S. A. glass, hollow tile, metal lath, iron stairs, vault doors, refrigerator, steam heat; Hoener, Baum & Froese, Archts., 3605 Laclede Ave., St. Louis.\*

N. C., Asheville—City Commission, E. G. Thompson, Sec.-Treas., receives bids Oct. 11 in council chamber, City Hall, for construction (including electric work), and for heating and plumbing of detention hospital; plans and specifications from C. Gadsden Sayre, Archt., 704 Flat Iron Bldg., Asheville, and 435 Jefferson Standard Bldg., Greensboro.

N. C., Sylva—Dr. C. Z. Candler and Dr. H. W. Tidmarsh erect 25-bed hospital; operating rooms, X-ray dept., laboratories, etc.; Jas. J. Baldwin, Archt., Asheville.

Tex., Cuero—Texas Lutheran Ruess Memorial Hospital, Dr. S. P. Boothe, Ch. Surgeon, plans to install X-ray and other equipment; raising funds.

Tex., Denton—Dr. A. M. Buckner, W. Oak St., plans \$50,000 hospital.

Tex., Lubbock—Lubbock Sanitarium Co., care Dr. M. C. Overton, selected Peters & Haynes, 321 Temple Ellis Bldg., as architects for \$100,000 addition to Lubbock Sanitarium: fireproof, brick, steel, lumber, reinforced concrete and tile, stone trim, 2 stories and basement, 40x92 ft., tar and gravel roof, marble wainscoting, tile baths, steam heat, 1 electric passenger elevator, fire doors.\*

Tex., Mercedes—Dr. D. L. Heidrick has low bid at \$26,181 from H. J. Hanson & Son, Brownsville, for hospital to be leased to Elks Club; electric work bid, Mercedes Electric Shop, \$945; Elwing & Mulhausen, Archts., Harlingen.\*

Tex., San Antonio—Medical Building Co., 215 Camden St., erect \$75,000 reinforced concrete, brick and hollow tile clinic, Camden St.; 3 stories and basement, 39x90 ft., concrete foundation, Barrett roof; Phelps & DeWees, Archts., Gunter Bldg.; W. E. Simpson & Co., Engrs., Commerce St. See Machinery Wanted.\*

### Hotels and Apartments

Ala., Birmingham—Dinkler Hotel Interests, John Loti, Vice-Pres. and Gen. Mgr., conferred with Coleman J. Hudson, Mgr. of Tutweller, and Wade Hampton Jones, Mgr. of Redmont, with reference to improvements to both hotels.

Ala., Birmingham—E. Carpenter and W. B. Shepherd erect \$10,000 apartment house at 31st St. and Glenwood Ave.

Ala., Shelby Springs—Yamakita Land & Development Co., Clyde Nelson, Pres., Birmingham, opened bids for erecting \$100,000, brick on reinforced concrete frame and floor slabs, 3-story and basement hotel building; following low bids retained for further consideration: E. G. Holladay, D. D. Thomas, both Martin Bldg., Birmingham, and J. F. Holley Construction Co., 817 Nineteenth St., Ensley; stone trim, 115 rooms, tile roof, reinforcing and structural steel, electric elevators; George P. Turner, Archt., 1203 American Trust Bldg., Birmingham.\*

Ark., Rogers—John Pollock plans to build second floor of residence on Chestnut St. into two 4-room apartments.

Ark., Hot Springs—Congress Hotel Co., care S. W. Maltz, 1850 W. Vaubon St., Chicago, Ill., received bids, action on award Oct. 22, for erection of hotel building on Park Ave.; Paul J. Gelbhardt, Archt., 64 W. Randolph St., Chicago.

Ky., Louisville—W. P. Allen erect \$28,000 brick apartment house at 2516 Madison St.

La., New Orleans—Lionel Gottschalk, 914 Union St., soon take bids for remodeling residence at 1574 Peters Ave. into 8 apartments: \$20,000.

Md., Baltimore—H. S. Shapiro erect \$10,000, 3-story, brick, 28x86-ft. building at 3804 Forest Park Ave.; slate roof, steam heat; S. Russell, Archt., 11 E. Lexington St.

Md., Baltimore—Harry E. West, 3901 Woodland Ave., purchased property at North Ave. and Edgewood St.; plans erection of apartment house group; present plans calls for 6 three-story units, each containing 12 apartments with 3 rooms, kitchen, bath and porch; \$300,000.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

## CONSTRUCTION DEPARTMENT

## Manufacturers Record

Miss., Clover—Mrs. John Wohner will remodel residence on E. Peace St.; convert into 4 apartments.

Miss., Crystal Springs—W. L. Winders acquired hotel property at Georgetown St. and Railroad Ave.; plans to rebuild.

Okl., Tulsa—John T. Blair, Palace Bldg., preparing plans for \$200,000, 6-story and basement, brick and reinforced concrete hotel and apartment building.

Okl., Tulsa—W. H. Small, 606½ E. Archer St., has plans in progress by Frank Walters for \$25,000, 3-story and basement hotel building.

Tenn., Chattanooga—H. J. Counts erect \$30,000 2-story apartment house on Third between Poplar and Cedar Sts.

Tenn., Johnson City—J. F. Reed erect 2-story apartment house on W. Main St.

Tenn., Knoxville—Dr. Harry Underwood, Bankers Trust Bldg., will erect 2-story, brick, eight 4-room apartment houses on W. Cumberland Ave.; Colonial type, garages at rear; Baumann & Baumann, Archts., 813½ Market St.

Tenn., Nashville—H. G. Hill Co., 500 Second Ave. N., soon start work on \$50,000, colonial design apartment house, 21st Ave. and West End; 12 three-room apartments; Marr & Holman, Archts.

Tex., Abilene—Abilene Hotel Co., care W. G. Swenson, member building committee, take bids to close about Oct. 10 for erection of \$400,000, 9-story and part basement, 100x140 ft., brick, stone, reinforced concrete, fireproof hotel building; limestone and cast stone trim, marble and concrete floors, reinforced concrete frame and floor slabs, steam heat, plumbing, electric wiring, passenger and freight elevators; David S. Castle Co., Archts., 701-4 Alexander Bldg.\*

Tex., Big Springs—Peters & Haynes, Archts., 321 Temple Ellis Bldg., Lubbock, selected to prepare plans for \$100,000, 40x120 ft., brick, stone, reinforced concrete, fireproof, 4-story hotel building; address Chamber of Commerce.\*

Tex., Dallas—W. E. Mayfield, 6163 Sinex St., erect 16-room, brick veneer, 4-apartment house at 5932-4 Oram St.; cost about \$10,000.

Tex., McAllen—Ralph H. Cameron, Archt., City Nat'l Bank Bldg., San Antonio, preparing plans for 8-story and basement, 150-room hotel building; financing complete; will call for bids as soon as contract is closed with lessee; O. P. Archer, Chmn., hotel committee of Chamber of Commerce.\*

Tex., San Angelo—Mrs. A. D. McElroy, owner of Travelers' Hotel at 18 West Avenue C. will move present hotel back on lot and erect \$50,000, Spanish type, 2-story, stucco hotel on site; 30 rooms each with bath; Swartz & Hamberlin, Archts.

Tex., Sherman—J. A. Sparkman, J. B. Mills and associates leased Crosby Hotel; reported to make improvements.

Tex., Stamford—W. B. Tayman plans to erect 2-story apartment house.

Tex., Uvalde—Frank Kincaid receives bids until Oct. 11 for erection of \$100,000, 3-story, reinforced concrete, brick finish, 71.10x101 ft. hotel building; Barrett roof, cement and terrazzo floors; Herbert S. Green, Archt., 408 Alamo Bank Bldg.; W. E. Simpson, Engr., Nat'l Bank of Commerce Bldg., both San Antonio.\*

Va., New Market—Shenandoah Valley Estates, Inc., care Roland G. Hill, will erect 200-room hotel in connection with resort development in Shenandoah Valley.

Va., Wytheville—Hockenbury System, Inc., Harrisburg, Pa., successfully directed campaign for \$135,500 for erection of fireproof hotel building; project initiated by Southwestern Virginia, Inc., and sponsored by Wytheville Chamber of Commerce; J. T. Graham, Gen. Chmn., financing committee.\*

## Miscellaneous

Ala., Anniston—Anniston Country Club Board of Directors authorized employment of architect to draw plans for new clubhouse; C. A. Hamilton, member Building Committee.\*

Ala., Ensley, Birmingham—Newman H. Watters, Pres. of Ensley Builders' Supply Co., fostering movement for erection of \$30,000 clubhouse on Powderly-Brighton road.

Fla., Orlando—Sanlando Country Club, care Frank Haithcox, 119 S. Orange St., expand \$100,000 in developing Sanlando Springs and Park; include 3-room tourist hotel, clubhouse, etc.

Fla., Tampa—Tampa Motor Club, F. L. Cleveland, Mgr., 515 E. Lafayette St., plans immediate construction of new building at S. W. cor. North A St. and Brevard Ave.; \$14,000; concrete, 30x90 ft.

Ga., Brunswick—Presbyterian Conference Grounds, Inc., Rev. T. W. Simpson, Pres., purchased East Beach property; will build conference grounds. Address Rev. J. B. Flicklen, 537 McDonough St., Atlanta.

Ky., Anchorage—First Presbyterian Church Orphanage Committee, S. W. Wallace, Chmn., Lexington, raising \$60,000 for boys dormitory at Synodical Orphanage.

Md., Frederick—Home for the Aged Board of Trustees, Edwin C. Markell, Pres., has plans by Mott & White, Archts., 527 N. Charles St., Baltimore, for \$50,000 annex, provided through gift of Mr. and Mrs. Joseph D. Baker.\*

Miss., Canton—Clovis Lutz purchased lot on Center St. and another on Dobson Ave.; reported will erect buildings.

Miss., Vicksburg—Andry & Feitel, Archts., Carondelet Bldg., New Orleans, La., announced plans and specifications will be ready for general contract bids in 6 weeks for construction of \$250,000, reinforced concrete, brick and cast stone trim convent building for St. Francis Xavier Convent; reinforced concrete foundation, plastered interior, composition roof, 1 electric passenger elevator; range from 6 to 2 stories.

N. C., Brevard—Mrs. Luther Pushell plans Jewish camp for girls, to be opened next summer; remodel and enlarge present camp structures; erect cottages, etc.

N. C., Mocksville—J. C. and R. B. Sanford erect 3-story building, house post office, Davie Cafe and store on ground floor, 12 offices on second, lodge room, kitchen and dining room on third.

N. C., Winston-Salem—Methodist Children's Home Board of Trustees, Rev. T. F. Marr, Waynesville, Pres., will erect \$30,000 Julia Higgins cottage for girls and 3-story, brick dormitory for boys.

Okl., Tulsa—Indian Hill Country Club soon let contract for \$20,000, 2-story and basement clubhouse; W. Alva Frey, Archt.

Tenn., Chattanooga—G. W. Franklin, Jr., 610 Chestnut St., erect \$10,000 2-story mortuary parlors, Chestnut, between Sixth and Seventh Sts.

Tex., Point Isabel—Valley Automobile Club, care H. B. Hall, Brownsville, sponsoring construction of \$100,000 club building.

## Railway Stations, Sheds, Etc.

Mo., Willow Springs—St. Louis-San Francisco Railway Co., F. G. Jonah, Ch. Engr., St. Louis, reported considering erection of addition to passenger station.

Tenn., Chattanooga—Nashville, Chattanooga & St. Louis Railway, H. McDonald, Ch. Engr., Nashville, erect platform and 4 train sheds at Union depot, cost \$62,000; also \$11,000 service buildings on Broad between 11th and 13th Sts.\*

Tex., Texarkana—E. A. Hadley, Ch. Engr., Missouri Pacific Railroad Co., Railway Exchange Bldg., St. Louis, Mo., announced essential preliminary track work preparatory to erection of union station and railway mail terminal will begin in about 2 weeks; plans and specifications will be ready to submit to contractors within 30 days; general contract to be let within 60 days and actual construction to follow within another 2 or 3 weeks; total cost \$1,700,000.\*

## Schools

Ala., Anniston—S. B. Gibson, Supt. Calhoun County Board of Education, plans immediate construction of \$30,000 grammar school building to be known as West End School, on Buttermilk Road.

Ala., Birmingham—Howard College break ground in Oct. for \$20,000, brick and stone fraternity house for Pi Kappa Phi Fraternity.

Ala., Huntsville—Board of Education plans to erect \$30,000 negro school building at Pearl and Barnett Sts.; 16 classrooms and auditorium to seat 800.

Ark., North Little Rock—School Board of North Little Rock Special School District, W. F. Stanley, Pres., will sell \$75,000 to \$83,000 bond issue for improvements and equipment and temporary school buildings.

Ark., Valley Springs—Methodist School plans to resume construction on girls' dormitory, discontinued last spring.

Fla., Gainesville—Alachua County Board of Public Instruction, E. R. Simmons, Supt. receives bids until Oct. 21 for erection and heating of high school building; drawings and specifications may be seen at office Edwards & Sayward, Archts., 101 Marietta St., Atlanta, Ga.; office of Supt., Gainesville; Builders Exchange, Atlanta, and McDonough's Building Exchange, Jacksonville; may be obtained from Archts.

Fla., Oak Hill—Volusia County Board of Public Instruction, De Land, call election Oct. 19 on \$60,000 bonds.

Fla., Tallahassee—State Board of Control, P. K. Yonge, Chmn., receives bids until Oct. 11 for erection of Home Economics Practice House and Training School Building, at Florida State College for Women; general contract to include heating, plumbing and electric work; plans and specifications may be obtained from Rudolph Weaver, Archt., Gainesville.\*

Fla., Atlanta—Board of Education plans to erect \$160,000 Stewart Avenue school building at once; A. Ten Eyck Brown, Archt., Forsyth Bldg.; G. Lloyd Preacher, Wynne-Claughton Bldg., Supt. Archt.\*

Ky., Bowling Green—Western Kentucky State Normal School will relet contract for erection of library and power house; P. B. McChesney, 504 Main St., has been relieved of general contract previously let; heating awarded B. H. Meyer & Co., 640 S. Preston St., Louisville, at \$3,000; Brenton B. Davis, Archt., 508-10 Columbia Bldg.\*

Ky., Lexington—University of Kentucky, Dr. Frank L. McVey, Pres., plans to start work in near future on first section of \$1,000,000 library building.

Ky., Paducah—Arcadia School District voted \$14,000 bonds for school addition. Address McCracken County Board of Education.\*

La., Dodson—Winn Parish Board of Education, D. E. Sykes, Supt., Winnfield, selected J. W. Smith, Monroe, prepare plans for repairs to present 2-story structure and building a frame addition for use as auditorium and domestic science department.\*

La., Doyline—Webster Parish School Board, J. B. Snell, Pres., Minden, have plans and specifications in 3 weeks by Edward F. Neild, Archt., Shreveport, for \$75,000, 2-story, brick and cast stone school building; composition roof, steam heat, plastered interior, blackboards.

La., Many—Sabine Parish School Board has \$70,000 bonds for new High School building.

La., Mansfield—Board of School Trustees has plans and specifications for general contract bids, by Edward F. Neild, Archt., Merchants Bldg., Shreveport, for \$100,000, 2-story, reinforced concrete, brick and cast stone trim school building; composition roof, plastered interior.\*

La., Shreveport—Beta Theta Kappa Nu Fraternity, J. C. Clingman, Treas., acquired 80-ft. frontage near Centenary College; plans immediate construction of fraternity building.

Miss., Jackson—City, Walter A. Scott, Mayor, may vote on \$1,000,000 bonds, including amount for schools.

Miss., Magnolia—Mayor and Board of Aldermen issue \$30,000 bonds for erection of primary school building and repairs and improvements on High School building; C. H. Lindsley, Archt., Jackson.

Miss., Natchez—City voted \$250,000 bonds for erection of High School building; Luther A. Whittington, Mayor.\*

Miss., Starkville—Oktibbeha County School Board selected Claude H. Lindsley, Lamar Bldg., Jackson, prepare plans and specifications for \$100,000, 2-story and basement High School building; 30 classrooms, auditorium, cloak room.

N. C., Asheville—Buncombe County Board of Education receives bids until Oct. 11 for erection of fireproof High School building and athletics building to include gymnasium, swimming pool and indoor track for Biltmore community; \$250,000; William H. Lord, Archt., 17½ Church St.\*

S. C., Anderson—Anderson College, Dr. John E. White, Pres., plans to complete White Dormitory next year; now half complete.

Tenn., Knoxville—Barber & McMurray, Archts., 425 W. Clinch Ave., submitted plans for new High School gymnasium to Wm. B. Ittner, Consul. Archt., Board of Education Bldg., St. Louis, Mo., for approval.

Tenn., Tullahoma—Board of Education contemplates addition to High School, provide for agricultural department; bonds to be voted on.

Tex., Victoria—Victoria Independent School District Board of Trustees receive bids until Oct. 20 for erecting \$60,000, 2-story, brick and stone, 57x118-ft. building for Junior College; concrete foundation, slate roof, equipment and furnishings cost \$10,000. Address proposals to V. L. Griffin, 501 N. Main St.; Wm. Ward Watkins, Archt., Scanlan Bldg., Houston.\*

Tex., McAllen—Carroll College, care S. C. Tucker, Pres. Board of Education, has completed plans by Harvey P. Smith, Natl. Bank

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of Commerce Bldg., San Antonio, financing construction of following buildings: College Building, brick, stone, steel, reinforced concrete, Spanish type, 3 stories and basement, \$500,000; two dormitories, each to cost \$125,000, Murphy built-in beds in each room and each dormitory to have 60 rooms; Administration Building completion, \$250,000, complete 3-story building which now has basement and first floor, 200x250 ft., face brick, Spanish tile roof, composition floors on top concrete, steam heat, slate blackboards.\*

Tex., Sherman—Carr-Burdett College may erect new building on campus within next 2 years; Clyce E. Rolfe, Archt.

Tex., Waco—Highland School District, near Waco, voted \$24,000 bonds for new school building; 1 story, 6 classrooms and auditorium, concrete, hollow tile; Roy E. Lane, Archt., 115 N. Fifth St., Waco.

Va., Norfolk—South Norfolk City Council, Mayor B. H. Gibson, considering purchase of property in former Lakeside Park for school and recreation center.

W. Va., Wheeling—Board of Education, Wheeling Independent School District, Ben. E. Hamilton, Business Mgr., receives bids until Oct. 10 for erection of bleachers on School Athletic Field; bidding blanks may be obtained from Charles W. Bates, Archt., 77 12th St.

### Stores

Ala., Birmingham—Miss Ella Levy and Mrs. Bertha L. Baer will remodel building at N. W. cor. Second Ave. N. and 22d St.; divide into 6 store rooms; Charles H. McCauley, Archt., Jackson Bldg.

Ark., Helena—Joseph Truemper, Sec., razing frame building; replace with store.

Ark., Hot Springs—J. K. LeCroy, 318 Jackson Ave., contemplates erecting 2-story, 70x100-ft. store and apartment building, 1000 block Central Ave.; built-up roof, concrete and wood floors, tile baths, plate glass front; architect not selected.

Fla., Daytona Beach—Harry Pepper, 104 N. Beach St., representing New York syndicate, planning to erect 5-store room building at 139-141 Orange Ave.

Fla., Ebro—A. C. Kelly reported to erect new store building.

La., Baton Rouge—Handleman & Rabinovitch, New Orleans, leased building on Third St.; will install plate glass windows and make other improvements.

La., Shreveport—McCrory Stores Corp., 1107 Broadway, New York, leased property on Texas St., will raze present buildings and erect new structure.

La., West Monroe (Br. of Monroe)—G. C. Moore has plans by J. W. Smith, Monroe, for brick store building.

Mo., Kansas City—E. C. Cowie erect \$20,000 business building at 116 W. 19th St.

N. C., Charlotte—Charles S. Andrews of Andrews Music Store, 213 N. Tryon St., announced plans for 3-story and basement store, to be erected on N. Tryon St.

Okla., Seminole—Frank Knappenberger contemplating erecting business building.

S. C., Charleston—James F. Condon & Sons, 431 King St., plans expansion of department store, facing W. Cumberland St.

Tenn., Nashville—Fred Goldner, Alexan-

dria Apts., erect 1-story, brick and stone, 52x45-ft. store building, 16th Ave. and Cedar St.; stone foundation, metal ceilings, concrete floors; J. O. Billis, Archt., 62 Arcade.

Tex., Dallas—Frank Carreaud, 3521 Dartmouth St., has permit to repair fire damage at 3001-3 Elm St.; \$10,000.

Tex., Houston—Forrest W. McNeir, 2603 Chartres St., erect \$18,400 tile, brick veneer store building, 407 York St.

Tex., Orange—V. L. Leach purchased 2-story, brick store building and 9 lots; reported to improve store and erect tenant houses.

Tex., San Antonio—B. R. Webb, 325 W. French Place, and associates plan construction of \$62,500, 3-story, brick, steel and reinforced concrete business building; Adams & Adams, Archts., Builders Exchange Bldg.

W. Va., Martinsburg—W. A. Johnson, Wheeling, purchased lot on W. Race St.; reported to erect store and apartment house.

W. Va., Martinsburg—McCrory Stores Corp., 1107 Broadway, New York City, taking bids for erection of 1-story, 48x150-ft. store building at 130-8 N. Queen St.; wood floors, stone foundation, built-up roof; W. M. Simpson, Archt., care owners. [See Machinery Wanted—Metal Ceilings; Flooring Tile; Roofing (Composition); Cast Stone.]\*

### Theaters

Ala., Birmingham—M. M. Marshall, 4304 Eleventh Ave., soon start work on 50x100-ft., 1 story and balcony, brick theater building, Warrior Ave. and Annie St., Wylam; Denham, Van Keuren & Denham, Archts., 407 Age-Herald Bldg.

Ala., Birmingham—J. G. Whitfield soon start work on \$50,000 motion-picture theater for negroes, on Fourth Ave. North; D. O. Whilldin, Archt., 515 N. 21st St.

Tenn., Elizabethton—Mrs. Ollie Browning, Bluefield, W. Va., soon let contract for erection of theater building on Sycamore St.

Tex., Amarillo—H. O. Barber and associates have plans by Shephard & Wiser, Archts., 207 Amarillo Bldg., for 4-story, 120x140-ft., brick, terra cotta, stone and reinforced concrete, fireproof, \$350,000 theater building; seating capacity 2000, recreation room in basement, 60x120-ft. dance hall on second floor.

Tex., Amarillo—J. Mandel and Alex Davidson, care Consumers Ice Plant, contemplate erecting \$350,000, 70x140-ft., brick, stone and reinforced concrete theater building.

### Warehouses

Ala., Birmingham—Kirkpatrick Sand & Cement Co., J. D. Kirkpatrick, Pres., 316 N. 21st St., will erect 50x250-ft., steel frame warehouse; wood floors, built-up roof; bids for equipment to be installed, including steel sand bins, to be opened about Oct. 1; Denham, Van Keuren & Denham, Archts., Age-Herald Bldg.

Miss., Hattiesburg—Hattiesburg Grocery Co., Inc., will erect 3-story, 60x200-ft., mill constructed with brick walls warehouse building with additional building for grist mill and coffee roasting plant.

Mo., Caruthersville—E. C. Cox, Mgr. of Southeast Missouri Compress Co., announced plans for rebuilding warehouse, burned at \$300,000 loss.

Mo., Kansas City—Hamilton Wholesale Drug Co. purchased building S. E. cor. 18th and Wyandotte Sts.; will remodel; H. D. Fampel, Archt., 702 Finance Bldg.

## BUILDING CONTRACTS AWARDED

### Association and Fraternal

La., Arcadia—Ancient Free and Accepted Masons let contract for \$75,000 temple to C. E. Andrews, Ruston; brick and reinforced concrete, 3 stories, 30x70 ft.

N. C., Winston-Salem—Young Men's Christian Assn., Chas. N. Norfleet, Chmn., Bldg. Comm., let contract for \$500,000 building, Spruce St. near Fourth St., to North Eastern Construction Co., New City Hall; plumbing and heating, Reynolds, Inc.; electric fixtures, Clinard Electric Co., 215 N. Main St.; marble and tile work, Wesley Sloan, 2009 Main St., Philadelphia, Pa.; 4 stories and basement, 160x100 ft., pan system floors, reinforced concrete foundation, Barrett roof; Harold Macklin, Archt., 420 W. Fourth St.; Sherman W. Dean, Const. Archt., care Bldg. Bureau, International Comm., Y. M. C. A., 347 Madison Ave., New York. See Machinery Wanted.\*

Tenn., Nashville—J. W. Hull Plumbing Co., 1144 Madison Ave., has plumbing and heating contract for \$800,000 L. O. O. F. Medical Arts and Grand Lodge Bldg.; metal doors, Akers & Co., 229 Madison Ave.; millwork, A. J. Smith Co.; N. A. Sundholm, care Bryan, Semmes & Brode, and Alsop & Callahan, Rand Bldg., Archts., all Memphis; frame work nearly completed by Foster & Creighton Co., Fourth & First Nat. Bank Bldg.\*

Tex., Polytechnic, Fort Worth—Masonic Home and School, Thos. Fletcher, Supt., let contract for \$90,000 dormitory to Jas. Taylor, B. Burnett Bldg.; brick, stone and reinforced concrete, fireproof, 3 stories, tar and gravel roof, heating from central plant; W. G. Clarkson & Co., Archts., 610 First Nat. Bank Bldg.; heating and plumbing, Butts & Enoch, 914 S. Main St., \$14,566; wiring, Goolsby Electric Co., 1022 Monroe St., \$1407; all Fort Worth.\*

Va.-Tenn., Bristol—Benevolent Protective

Order of Elks let contract for \$60,000 addition to Kingsolver & Huddle; brick, cast stone trim, 3 stories and roof garden, tile floors in new and old buildings, gymnasium, showers, electric elevator.\*

### Bank and Office

Ala., Montgomery—First National Bank, A. M. Baldwin, Pres., reported let contract at about \$307,000 to Algernon Blair, 11 S. Lawrence St., for addition to building, Court Square; brick, stone and concrete, fireproof, 4 stories, 70x100 ft., wood, marble and tile floors, composition roof; Frank Lockwood, Archt., 119 Adams St.; W. C. Spiker & Co., Engrs., Forsyth Bldg., Atlanta, Ga.\*

Fla., Tampa—Bridge City Realty Co., Wallace S. Bldg., erect additional story to building, 205 Twiggs St.; cost \$10,000; Logan Bros., Contrs., 706 Franklin St.

La., New Orleans—Ole K. Olsen, 822 Perdido St., has reinforcing steel contract for office building for New Orleans Public Service, Inc.; Favrot & Livaudais, Ltd., Archts., Hibernia Bank Bldg.; Geo. J. Glover Co., Inc., Whitby Bldg., general contract at \$1,200,000.\*

Okla., Oklahoma City—Algonite Stone Mfg. Co., 4606 Chippewa St., St. Louis, Mo., has stone contract for \$1,000,000 store and office building for Mrs. Ruby Perrine; painting, R. M. Burchett, Muskogee, Okla.; struct. and ornamental iron, J. B. Klein Iron & Foundry Co., 1006 W. Second St.; Hawk & Parr, Archts., Cotton Exchange Bldg.; Hans Von Unwerth, Engr., all Oklahoma City; Manhattan Construction Co., Inc., Contr., Manhattan Bldg., Muskogee.\*

Tenn., Chattanooga—Chattanooga Savings Bank & Trust Co., Z. W. Wheland, Chmn. Bldg. Comm., let contract for \$1,000,000 bank and office building, Broad and Eighth Sts., to Foster & Creighton Co., Fourth & First Bldg., Nashville—10 stories, mezzanine and basement, 200x80 ft., marble and bronze banking quarters finish, walnut in offices, maple floors, marble corridor floors, terra cotta; R. H. Hunt Co., Archt., James Bldg.; terra cotta contract to Key-James Brick Co., Alton Park, to be supplied by Atlantic Terra Cotta Co., 350 Madison Ave., New York.

Tex., Harlingen—R. W. Baxter, Box 871, erect store and office building, A and Jackson Sts., by day labor; R. P. Blythe, Constr. Supervisor; brick and reinforced concrete, 9 stories, 25x140 ft., 19-ft. first story faced with art stone, face brick above, 2 high-speed elevators, steam heat; Elwing & Muhhausen, Archts.; M. L. Diver, Engr., Calcasieu Bldg., San Antonio.\*

Tex., McAllen—M. R. Nelson erect \$125,000 P. Smith, Nat. Bank of Commerce Bldg., P. Smith, Nat. Bank of Commerce Bldg., San Antonio; reinforced concrete, brick and hollow tile, 6 stories; owner builds; plans ready about October 30 for sub-bids.

### Churches

Ala., Dothan—Protestant Episcopal Church, Rev. E. B. Collier, Rector, let contract for \$16,000 building to H. T. Miller; 1 story, buff brick, red brick trim, Gothic type, chancel seat 250, 4 Sunday school rooms.\*

Ga., Edison—Methodist Episcopal Church, South, let contract to A. A. McKinnon, Carnegie, for \$15,000 building; brick veneer, 2 stories, 65x54 ft.; plans by H. M. King, Archt.-Sec., Board of Church Extension, Louisville, Ky.\*

Miss., Philadelphia—Presbyterian Church, R. G. Roseborough, Chmn., Bldg. Comm., let contract at about \$15,000 to M. O. Gann for Gothic type building; steam heating also let.

Okla., Holdenville—United Clay Products Corp., Kansas City, Mo., has brick contract for \$60,000 First Baptist Church; roofing and sheet metal, Standard Roofing & Material Co., 1742 E. Sixth St., Tulsa, Okla.; art glass, Pittsburgh Plate Glass Co., 116 E. Grand St., Oklahoma City; cement, E. S. Billmyer Lumber Co., Holdenville; F. A. Duggan, Archt., 219 Castle Bldg.; W. D. Blacker, Asso. Archt., 1152 S. Trenton St., both Tulsa; J. J. Votaw, Contr.\*

Okla., Sapulpa—First M. E. Church, South, let contract for \$33,000 brick, stucco, wood and steel Sunday school to Geo. E. Markart, 518 S. Independence St.; 3 stories, 38x94 ft., concrete foundation, furnishings, equipment, etc., \$6000; R. H. Hunt Co., Archts., 1407 S. W. Life Bldg., Dallas, Tex., and James Bldg., Chattanooga, Tenn.; plumbing and heating, Erath Plumbing Co., Walnut and McKinley Sts.; electric work, A. A. Miner, N. Dewey St.; brick work, L. H. Britton, 211 S. Mounds St., all Sapulpa; steel, Patterson Structural Steel Co., 801 N. Xanthees St., Tulsa.\*

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## CONSTRUCTION DEPARTMENT

Okl., Wewoka—First M. E. Church South let contract for \$30,000 building to R. D. Pollard, Shawnee; Wm. C. Meador, Archt., D. Waggoner Bldg., Fort Worth, Tex.\*

Tenn., Memphis—Galloway Memorial Methodist Church, Rev. E. W. Crump, Pastor, let contract to H. A. McGuire & Co., Falls Bldg., for \$40,000 annex, 1019 Cooper St.; 3 stories and basement, 57x86 ft., built-up roof, wood floors, structural and miscellaneous steel; W. C. Lester, Archt., 824 Derman Bldg.\*

Tex., San Antonio—Italian Catholic Church, care A. Altobelli, 929 W. Magnolia St., let contract to Vincent Falbo, 504 N. San Saba St., for \$40,000 building, Morales St. near Laredo St.; 1 story and part basement, brick, hollow tile and concrete; Richard Vander Straten, Archt., Travis Bldg.\*

Va., Richmond—Immanuel Baptist Church, Pine and Grace Sts., let contract at \$13,284 to J. R. Jones & Conquest, Inc., American Nat'l Bank Bldg., for brick and wood Sunday school; 3 stories, 23x63 ft., wood and concrete floors, concrete foundation, composition roof; furnishings, equipment, etc., \$4000; Herbert L. Cain, Archt., Grace Securities Bldg.

Va., Galax—Methodist Episcopal Church, South, Center and Monroe Sts., Rev. French Wampler, Pastor, erecting \$75,000 church and Sunday school; brick, stone and concrete, 2 and 3 stories, 93x73 ft., oak floors, furnishings, equipment, etc., \$10,000; H. M. Miller, Archt., Shenandoah Life Bldg., Roanoke.

W. Va., Huntington—First Presbyterian Church, Harry S. Irons, Chmn., Bldg. Comm., let contract for \$150,000 recreation building as first unit of \$500,000 structure, Tenth Ave. near Ninth St., to C. Harrison Smith, Robinson-Pritchard Bldg.; brick and stone, wall bearing, concrete floors, steel roof trusses, 100x80 ft., 3 and 4 stories, built-up and slate roof, mastic floors, concrete foundation; Sidney L. Day, Archt., First Nat. Bank Bldg.\*

## City and County

Ark., Hope—City Council let contract at \$67,400, without equipment, to Campbell & White, Marshall, Tex., for city hall auditorium, Elm and Division Sts.; brick and terra cotta, 2½ stories, 102x55 ft., tile and wood floors, concrete foundation, tile roof; Witt, Seibert & Halsey, Archts., Texarkana.\*

Fla., West Palm Beach—City, C. A. Birmingham, City Mgr., let contract at \$53,505 to C. R. Martin Co. for municipal market; frame, tile roof, 60 stalls; Carr & McFadden, Archts., Guaranty Bldg.\*

La., Shreveport—Caddo Parish Police Jury let contract at \$81,300 to Fitzgerald Plumbing & Heating Co., 941 Louisiana Ave., for plumbing and heating work in \$1,000,000 courthouse; lighting work, J. M. Johnson & Son, \$17,700; 3 passenger, 1 jail and 1 freight elevator, Otis Elevator Co., 518 Spring St., \$52,292; Edw. F. Neild, Archt., 1206 City Bank Bldg.; Glassell-Wilson Co., Inc., Contr., Sinclair Bldg.\*

Md., Bethesda—Bethesda Fire Dept. let contract to Shook & James, Frederick, for brick fire station; 40x80 ft.

N. C., Charlotte—C. I. Capps Co., K. St., Jacksonville, Fla., has contract for cast iron window frames for \$750,000 Mecklenburg County Courthouse; also has contract for stairway in \$150,000 city hall, Gastonia, N. C.\*

N. C., Monroe—Union County Board of Commrs. let contract for 2 wings to courthouse to G. W. Tucker; C. C. Hook, 338 S. Church St., and Louis Sutherland, Archt., both Charlotte.

N. C., Reidsville—McClamroch Co., 306 S. Davie St., has marble work contract for \$150,000 city hall; Harry Barton, Archt., Jefferson Standard Bldg.; Burns Construction Co., Contr., all Greensboro.\*

Okl., Eufaula—Muskooge Plumbing & Heating Co., 112 S. Fourth St., Muskooge, has plumbing and heating contract for \$15,000 McIntosh County Courthouse; stone, Consolidated Cut Stone Co., 1323 E. Fifth St., Tulsa; steel, J. B. Klein Iron & Foundry Co., 1006 W. Second St.; Layton, Hicks & Forsyth, Archts., Braniff Bldg., both Oklahoma City; Dan Tankersley Construction Co., Contr., Sapulpa.\*

Tex., Austin—City, Adam R. Johnston, City Mgr., let contract at \$7223 to Brydson Lumber Co., 18th and Guadalupe Sts., for second story storage vault and jail addition to city hall; jail equipment, etc., Southern Steel Co., San Antonio, \$747; heating, J. O. Andreawatha & Co., 105 E. Ninth St., \$1666; brick, concrete floors and stairways; H. F. Kuehne, Archt., 824 Littlefield Bldg.\*

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

## Manufacturers Record

Tex., Kingsville—City, J. F. Goode, Mayor, let contract to E. E. McRoberts, 419 E. Foredyce St., for \$11,000 library; stucco and hollow tile, 1 story, 22x63 ft., concrete and battleship linoleum, concrete foundation, built-up roof; furnishings, equipment, etc., \$1000; Giesecke & Harris, Archts., 207 W. Seventh St., Austin. Address Contr. See Machinery Wanted.\*

## Dwellings

Ala., Tuscaloosa—Victor Friedman let contract to A. Laycock & Sons for brick veneer residence; 1 story, composition roof, hot air heat; Miller & Martin, Archts., 911 Title Guaranteed Bldg., Birmingham.

Ala., Gadsden—Sauquoit Spinning Co., W. J. Merriman, Supt., started work on first of 50 operatives' dwellings, Thornton Addition.

Ark., Gurdon—Logan Crowe let contract for residence.

Ark., Little Rock—Mrs. H. C. Oming erect frame residence, 1816 Spring St.; 1 story, 6 rooms, hardwood floors, tile bath, servants' quarters; C. A. Booker, Contr., 921 S. Maple St.

Ark., Little Rock—H. O. Williams, 2220 Maple St., erect frame residence, 4319 W. 23d St.; 1 story, cedar shingle roof, hardwood floors, tile bath, built-in features, garage and servants' quarters; day labor.

Ark., Little Rock—Lula F. Young, 1920 Abigail St., erect frame residence, 1902 Abigail; 1 story, hardwood floors, tile bath, shingle roof, built-in features; J. A. Jones, Contr., 105 W. 24th St.

Ark., Newport—W. L. Parish let contract for \$10,000 residence to Wm. Bongel; stucco, 2 stories and basement, 2 tile baths, cedar shingle roof, built-in features; Wittenberg & Deloney, Archts., 408 Home Ins. Bldg., Little Rock.\*

Ark., Pine Bluff—W. H. Kennedy, 13th and Pine Sts., erecting frame shingle residence, 34th and Poplar Sts.; 2 stories, 40x27 ft., oak floors, shingle roof; electric work, American Electric Co., 107 W. Sixth Ave.; plumbing, J. W. Locke, 700 Texas St. See Machinery Wanted.\*

Ark., Pine Bluff—Postmaster H. Bringman let contract for \$20,000 residence, Sixth and Beech Sts., Quinn & Quinn; brick veneer and stucco, 2 stories, tile roof and bath, hardwood floors, garage and servants' quarters; Durward Kyle, Archt., 467 Citizens Bank Bldg.\*

Ark., Siloam Springs—Ernest Stanley erecting \$12,000 residence.

Fla., Dunnellon—Wm. H. Berry, Bldr., St. Petersburg, erect 5 stucco bungalows, Ministrists addition.

Fla., Jacksonville—F. Morris erect \$20,000 residence, Oak St. near Branch St., 2 stories, brick veneer.

Fla., St. Petersburg—Edgar Ferdon, Pres., Ferdon-Rankin Corp., started work on \$40,000 Spanish type residence, Madrid Drive and Gerona Ave., Alta Marina; hollow tile and stucco, garage and servants' quarters.

Ga., Elberton—Fiske-Carter Construction Co., Greenville, S. C., has contract for dwellings in connection with development of silk mill. See Construction News—Textile Mills.

La., New Orleans—Louis Rosenson, 2114 Brainard St., receiving sub-bids for 2 duplexes, Fontainbleau Drive and Salcedo St.

Md., Baltimore—Thos. Mullan, 3945 Greenmount Ave., erect 5 brick dwellings, N. side Gorsuch Ave., W. of Montebello Ave.; 2 stories, 16x32 ft., steam heat; total cost \$10,000; A. T. Blatchley, Archt.; owner builds.

Md., Baltimore—Frank Novak Realty Co., Gunther Bldg., erect 47 brick dwellings, 2800 block Glenwood Ave.; 2 stories; total cost \$125,000; owner builds.

Md., Baltimore—Wm. P. Pearson, 3212 St. Paul St., erect \$10,000 brick dwelling and garage, Cedarcroft Rd. near Bellona Ave.; 2 stories, 43x37 ft. and 20x20 ft., slate roof, hot water heat; H. C. Alken, Archt., 4201 Evergreen Ave.; owner builds.

Md., Baltimore—Jas. S. Donohue erect 4 frame dwellings, Fleetwood Ave. E. of Bromley Ave.; 2 stories, 15x36 ft., asbestos roof, furnace heat; total cost about \$10,000; F. E. Beall, Archt., 306 St. Paul St.; owner builds.

Md., Baltimore—M. G. L. Carey, Jr., erect \$10,000 frame residence and garage, St. Dunstans Road and Putney Way; 2½ stories, 25x37 ft. and 19x20 ft., slate roof, hot water heat; Cyril H. Hebrank, Archt., 3 E. Lexington St.; Thomas & Cross, Contrs.

Md., Baltimore—B. Constante, 311 W. 31st St., erect brick residence and garage, Tunbridge Road near W. Putney Way; 2 stories,

26x35 ft. and 19x20 ft., slate roof, steam heat, cost about \$10,000; W. Walcott, Archt.; owner builds.

Md., Baltimore—R. B. Construction Co., Kate Ave. and Reisterstown Rd., erect 16 brick dwellings, E. side Granada Ave. N. of Barrington Rd.; 2 stories, 20x32 ft. and 19x32 ft., slab roofs; total cost \$80,000; Geo. Wessel, Archt., 3001 Lyttleton Rd.; owner builds.

Miss., Canton—Will Luckett started work on residence, Center Terrace.

Miss., Canton—F. C. McAllister started work on residence, Center St.

Miss., Canton—D. B. Morgan erect Colonial bungalow, Dobson Ave.; I. A. Dobson, Contr.

Mo., St. Louis—R. Noonan erect 4 brick dwellings, 1129-33-35-39 Veronica St.; 1 story, 24x40 ft., shingle roofs, warm air heat; total cost \$17,500; G. Becker, Archt.; W. B. Simmons, Contr., all 5733 Kingshighway N. W.

Mo., St. Louis—F. B. J. Darr, 1014 Oakview Place, erect 4 brick dwellings, 5434-36-40-44 Kansas City; 1 story, 24x40 ft., cyclone shingle roofs, hot air heat; total cost \$16,000; owner builds.

Mo., University City, St. Louis—Wm. F. Gieselman erect \$11,000 brick residence, 7422 Melrose Ave.; 1½ stories, 31.4x49.8 ft., tile roof, hot water heat; J. D. Paulus, Archt., 4729 Northland St.; owner builds.

N. C., Greensboro—C. C. Hudson, N. Elm St., started work on \$50,000 to \$75,000 residence, Princess Ann St. and Independence Rd., Kirkwood; logs, 11 rooms, steam heat, swimming pool, sunken gardens, etc.; C. C. Hartmann, Archt., Jefferson Bldg.; Chas. S. Beall, Decorator; Robt. B. Cridland, Landscape Archt., 306 S. Smedley St., Philadelphia, Pa.; D. L. Kennerly, Contr., Schenck St.

N. C., Greensboro—Lyndon Joyce, 821 N. Elm St., erect \$12,300 residence, Cridland Rd.; 2 stories, 8 rooms, brick veneer; J. L. Crouse, Contr., American Ban Bldg.

Okla., Frederick—Charlie Brunk erect \$20,000 brick residence; 1 story, 40x75 ft., white oak and pine floors, reinforced concrete foundation, Spanish tile roof, wood trim; furnishings, equipment, etc., \$4000; R. H. Stuckey, Archt., Wilbarger St., Vernon, Tex.; day labor. See Machinery Wanted.\*

Okla., Oklahoma City—G. A. Nichols Co., C. Chester Davis, Mgr., 115 N. Harvey St., plans number dwellings, Lincoln Terrace addition, between Lincoln Blvd., Kelley Ave., 16th and 23rd Sts.; owner builds.

Okla., Pawhuska—Robt. Morrell started work on \$11,000 residence and garage; 60x75 ft. and 22x36 ft.; H. D. Joll, Archt.

Tenn., Chattanooga—Signal Mountain Palisades Co., 18 W. Eighth St., let contract to Burner & Co., 721 Barton Ave., for 10 dwellings as first unit of number to be erected at Signal Mountain Palisades; brick, wood and concrete, stone foundations, composition roofs, total cost \$100,000; engineering by Contr. See Machinery Wanted.\*

Tenn., Knoxville—Mrs. A. D. Lutz, 2552 Virginia Ave., started work on \$10,000 Colonial residence, Oak Park, Broadway Pike, near Smithwood; 7 rooms, brick veneer; J. M. Kerr, Contr.

Tenn., Memphis—I. B. Wilcox Co., Foster St., erect 3 brick veneer bungalows, Edgewood Manor; 1 story, 30x60 ft., hardwood floors, concrete foundations, composition shingle roofs, cost \$5500 each; Robt. McGee, Contr., care Marx & Bensdorff, 152 Madison Ave.\*

Tenn., Memphis—Foster & Stevenson, Central Bank Bldg., erect 2 frame dwellings, 865 Barksdale and 106 Jackson Sts.; 7 and 8 rooms; total cost \$18,500; J. B. Moody, Contr., 42 N. Claybrook St.

Tenn., Memphis—H. M. Hall, Central Bank Bldg., erect brick veneer residence, 883 Oakcrest St.; 8 rooms; cost about \$10,000; J. E. Walden, Jr., Contr., 1251 Forrest St.

Tex., Beaumont—Forest Lawn Memorial Park, P. O. Box 845, E. D. Leach, Pres., erect \$6000 administration building; logs, 1 story, about 25x40 ft., concrete foundation; Livesay & Wiedemann, Archts., 607 San Jacinto Life Bldg.; H. J. Ricker, Engr., Heisig Hotel; also plan abbey, 2 dwellings and garages, etc. See Machinery Wanted.\*

Tex., Beeville—G. W. Freals erecting residence, Washington St.

Tex., Beeville—R. W. Harrell let contract for residence, Washington St.

Tex., Brownsville—Mrs. Mary Gay let contract to Milton Construction Co. for \$17,500 English type residence; 1 story, brick; Kelvinwood Co., Inc., Archts., Travis Bldg., San Antonio.\*

Tex., Galveston—I. C. Ellis, 3028 Q 1/2 St., started work on 2-story Colonial residence, Cedar Lawn.

Tex., Hereford—L. Baskin erect 8 dwellings in South Hereford and 3 in North Hereford; 5 and 4 rooms and bath, 1 story, 22x40 ft. and 22x36 ft., oak floors, concrete foundations, composition roofs, cost \$2500 and \$2000 each; furnishings, equipment, etc., \$500 each; work started on 3; owner builds. See Machinery Wanted.\*

Tex., Houston—Perryman S. Moore, 3402 Mt. Vernon St., let contract at about \$25,000 to Thos. T. Hopper, 1032 Post-Dispatch Bldg., for brick veneer residence; 2 stories, 9 rooms; Wm. Ward Watkins, Archt., 212 Scanlan Bldg.

Tex., Lockhart—Clyde Beatty let contract to W. C. Eads on cost plus basis to remodel 2-story brick veneer residence; Albaugh & Steinbomer, Archts., 941 Austin St., both San Antonio.

Tex., New Braunfels—Dr. A. J. Hinman remodel 2-story stone residence; Albaugh & Steinbomer, Archts., 941 Austin St.; A. C. Moeller Co.; contract on cost plus basis.

Tex., San Sabz—Mrs. Lucy Martin erect \$15,000 residence; frame, 2 stories and part basement, 30x48 ft.; David S. Castle Co., Archt., 701-04 Alexander Bldg.; D. N. Darnell Bros., Contrs., both Abilene.

Tex., Sherman—St. Mary's R. C. Church let contract for \$10,000 rectory to L. W. Wentzel; brick veneer, English type, 1 1/2 stories, 9 rooms; Clyce & Rolfe, Archts.; plumbing, Koriotio Plumbing Co.; electric wiring and fixtures, Roberts Electric Co.

Tex., Waco—J. Mitchell Nash, 200 Castle Ave., let contract at \$29,049 to Gus Olson, 1220 N. 10th St., for English type residence; hollow tile and stucco, 2 stories, L shape, 60x70 ft., hardwood floors, concrete foundation, slate roof, 2-story garage and servants' quarters; Birch D. Easterwood, Archt., 614 Liberty Bank Bldg.\*

Tex., Wichita Falls—Walter D. Cline, First Nat'l Bank Bldg., let contract at about \$145,000 to A. J. Rife Construction Co., 614 Sargent St., for stone and reinforced concrete residence; 2 stories and basement, 95x88 ft.; J. F. Lauch, Archt., 1004 Orear-Leslie Bldg., Kansas City, Mo.; Voelcker & Dixon, Assn. Archts., 4 Kahn Bldg., Wichita Falls; Hare & Hare, Landscape Archts., Huntzinger Bldg., Kansas City.\*

### Government and State

N. C., Siler City—L. L. Wrenn let contract to J. W. Turner for \$10,000 post office and mercantile building, Raleigh St.; brick, 2 stories, 50x90 ft., tile and wood floors, concrete foundation, tin or composition roof; furnishings, equipment, etc., \$3000; already purchased; plans by Contr. Address Owner. See Machinery Wanted.\*

### Hospitals, Sanitariums, Etc.

Fla., Miami Beach—Mahi Temple, A. A. O. N. M. S., 443 N. W. Third St., let contract to John B. Orr, Inc., 147 N. E. Sixth St., for \$100,000 Mahi Temple Hospital for Crippled Children, Allison Road and Indian Creek; masonry, 1 story, 167x29 ft. and 68x25 ft., and 2 stories, 55x37 ft., tile, cement and terrazzo floors, concrete foundation, tile and composition roof; Kiehnell & Elliott, Archts., 930 Seybold Bldg. Address Contr.\*

Mo., St. Louis—Masonic Home Assn. alter 3-story nurses' dormitory, 5425 Enright St.; cost \$30,000; Aegelet & Bailey, Archts., Railway Exchange Bldg.; C. B. McCormick & Son, Contr., Columbia Bldg.

Tenn., Memphis—Pritchard Bros. Plumbing Co., 433 Madison Ave., has plumbing contract at \$63,350 for \$400,000 addition to Baptist Memorial Hospital; wiring, Thompson Electric Co., 63 S. Third St., \$17,884; Pfeil & Awsun, Archts., Dermon Bldg.; Gardner & Howe, Struct. Engrs., Porter Bldg.; Kaucher-Hodges Co., Contr., Shrine Bldg.\*

Va., Farmville—Farmville Manufacturing Co. has contract at \$163,909 for Southside Community Hospital, to be erected in part by Commonwealth Fund, 1 E. 57th St., New York.\*

### Hotels and Apartments

Ala., Birmingham—F. D. Rimer, 4110 Avenue T, Ensley, erecting \$12,000, 2-story, brick veneer apartment house, with day labor; private plans.

Ark., Little Rock—Miss Nanny Field let contract to C. A. Booher, 921 S. Maple St., for \$10,000 brick veneer apartment house and garage, 715 W. 28th St.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Ark., Little Rock—R. C. Christner, 110 W. Third St., let contract to D. M. Satterwhite for \$16,000, eight 4-room apartment house, 4605 I St.; 2 stories and basement, brick veneer, composition roof, tile baths, hardwood floors; private plans.

Fla., St. Petersburg—Otto Applegate, Long Beach, Long Island, N. Y., let contract to M. B. Welch, Contr., 714 Central Ave., for \$195,000, 60-room, 4-story hotel at Fifth Ave. and Second St. North.

Ga., Savannah—Frank McDonald, promoter, probably close contract with Artley Co., 504 E. Bay St., for erection of \$300,000 3-story co-operative apartment house on Estill Ave., between Harmon and Ott Sts.; 35 four-room apartments, brick, fireproof.

La., Shreveport—Dr. T. E. Williams, 710 1/2 Cotton St., let contract to R. G. Shisler, 2763 Fairfield Ave., for \$14,750, 2-story, 8-apartment house at 746-52 Kings Highway.

Mo., Hollister—Will W. Johnson, 301 College St., Bldg., Springfield, Mo., will erect 3-story, reinforced concrete, 52x36-ft. addition to English Inn; asbestos shingle roof, reinforced concrete floors; cost \$20,000; address equipment proposals to Herman Hofmeister, Propr.; plans and construction by owner. (See Machinery Wanted—Steel Sash and Trim.)\*

Mo., Richmond Heights, St. Louis—George B. Boughta, 7221 W. Park Ave., erect \$15,000 38x54-ft., 4-family flat at 7225 W. Park Ave.; steam heat, composition roof; owner builds.

Mo., St. Louis—A. & A. Bauer, 4152 Junius St., let contract to W. E. Dempsey, 3905 Botanical St., for two 2-story, brick, 21x46-ft. tenements, 4150-2 Junius St.; \$10,000; composition roofs, hot air heat; F. J. Kerth, Archt., 3845 Shaw St.

Mo., St. Louis—T. Saum, 819 Chestnut St., let contract to Marget Realty and Building Co., 819 Chestnut St., for \$30,000, 67x100-ft., 2-story brick tenement, 796-8 Aubert St.; composition roof, hot water heat; O. J. Popp, Archt., Arcade Bldg.

Mo., St. Louis—J. D. Urban, 2166 Tower Grove, erect two 2-story, brick, 25x45-ft. tenements, 4953-64 Tholozan St.; \$10,000; composition roofs; owner builds.

Mo., St. Louis—J. M. Wilson, 4950 Columbia St., erect \$10,000, 36x41-ft., 2 story brick tenement, 5925 Ashland St.; owner is Archt.-Builder.

Mo., St. Louis—A. V. Carlton, 2921 N. Newstead St., erect \$10,000, 2-story, brick, 23x32-ft. tenement, 4319 St. Louis St.; composition roof; Wedemeyer & Nelson, Archts., Wainwright Bldg.; owner builds.

Mo., St. Louis—W. G. Hughes, 4422 Manganford St., let contract to F. H. Meyer, same, for \$10,000, 2-story, brick, 40x41-ft. tenement, 4251-3 Beethoven St.; gravel roof, hot air heat; Mr. Green, Archt., Buder Bldg.

Mo., St. Louis—I. Lund let contract to C. E. Lund, both 4505 San Francisco St., for five 2-story, brick, 23x41-ft. tenements, 4911-25 San Francisco St.; asphalt shingle roofs, furnace heat.

Mo., St. Louis—Margot Realty Co., 819 Chestnut St., erect four 3-story, 54x38-ft., brick tenements, 4334-46 Maryland St.; \$80,000; composition roofs, steam heat; O. J. Popp, Archt., Arcade Bldg.; owner builds.

Mo., St. Louis—F. Newman, 1398a Montclair St., erect \$10,000 2-story, 34x43 ft. tenement, 5324-6 Ashland St.; composition roof, furnace heat; P. L. Siteman, Archt.-Builder, 1152a Bayard St.

N. C., Greensboro—C. W. Gold, 817 N. Elm St., converting building on Davie St. into 3-story, 50x75-ft. structure, with stores on ground floor, rooms and apartment above; \$15,000; J. L. Crouse, Contr., American Bank Bldg.; heating to W. W. Dick, 246 Bellemead St.; Harry Barton, Archt., Jefferson Bldg.

N. C., Hickory—J. A. Lang let contract for erection of 12-room apartment house.

Okla., Shawnee—Walcott Hotel let contract to Cowan Brothers for erection of annex; heating, plumbing and wiring included in general contract; steel, J. B. Klein Iron & Foundry Co., 1006 N. Second St., Oklahoma City; Ed. Peters, Archt.

Tenn., Johnson City—Lee B. Harr started work on 2 and 3 story, 200x40-ft., 12-suite apartment house, Montgomery St.; stone foundation, white brick, slate roof, vapor heat; Colle & Cardwell, Archts.; E. R. Bayless, Contr.; C. O. Biddle, Archt.-Contr.; Arcade Electric Co., electric work. (See Machinery Wanted—Electric Refrigerators (Central System); Hollow Tile; Incinerators; Flooring; Mail Chutes; Ventilators.)\*

Tex., Amarillo—G. C. Fairey, 1409 Har-

rison St., erect \$50,000, 2-story, brick and frame apartment building, with day labor; 30 rooms with baths, 39x87 ft.; M. C. Parker, Archt., Ray Bynum Bldg.

Tex., Brownsville—J. B. Scott, owner of Riverside Hotel, let contract to W. A. Velten at \$26,546 for 2-story annex; William D. Van Siclen, Archt., 9 Mabthy Bldg.\*

Tex., Edinburg—H. C. Baker has let contract to A. J. Ross for \$15,000 apartment house.

Tex., Houston—Dupree Fountain of Auditorium Hotel announced contract let to Texas Hotel Supply Co., 1111 Franklin St., for coffee shop in new building.

Va., Old Point Comfort, Fortress Monroe—Old Point Comfort Hotel Corp., Frank W. Darling, Pres., Hampton, plans to soon start work on \$1,250,000 Chamberlin Hotel on site of old Chamberlin; Marcellus E. Wright, Archt.; reported to be built by Wise Granite & Constr. Co., both American Natl. Bank Bldg., Richmond.\*

Va., Bluefield—Mrs. L. A. Dunn, Sazewell St., erecting 2-story and basement, 52x38-ft., 4-apartment house on Ramsey St.; Garry & Sheffey, Archts., First Natl. Bank Bldg.; P. L. Dye, Contr., Pen Mar Ave.

W. Va., Moundsville—Edward E. Koontz, 256 Jefferson Ave., completed excavating for \$23,000, 2-story, 28x104-ft., brick and tile, furnished apartment house on Second St.; cement foundation, hardwood floors, composition roof; equipment and furnishings cost \$10,000; George M. Myers, Archt., Grant Ave.; Harry Batson, Engr., Tomlinson Ave. [See Machinery Wanted—Hollow Tile; Incinerators; Flooring (Linoleum); Roofing Tile; Mail Chutes; Ventilators.]\*

### Miscellaneous

Ala., Birmingham—Smallman-Brice Construction Co., 1101 Avenue E, Contrs., for \$275,000 Birmingham Country Club, let following sub-contracts: Roofing and sheet metal, G. F. Wheelock, 23 Third Ave. East; plumbing and heating, Mason & Dulton, 2019 N. Fourth Ave.; stone, C. F. Melcher, 4600 N. Second Ave.; electric wiring, Alabama Supply Co., 1918 N. Fourth Ave.; millwork, Birmingham Sash & Door Co., 1000 N. Sixth St.; plastering, D. W. Epperly Plastering Co., 409 N. 24th St.; glass and glazing, Pittsburg Plate Glass Co., 2901 N. Second Ave.\*

Ark., Pine Bluff—Joseph Newman of Lesser-Goldman Cotton Co., 1700 Olive St., St. Louis, Mo., announced plans for improvements at Hannaberry plantation; J. L. Minoret, 1816 Cedar St., received contract for building 100-mule barn and remodeling and repairing main buildings and tenant houses.

Fla., Jacksonville—J. B. Cox, 3102 Liberty St., has permit for \$10,000 brick orphanage, Cottage between Laura and Main Sts., for Baptists of Jacksonville.

Fla., Lakeland—Sorosis Club, Mrs. L. W. Cowdry, Pres., let contract to S. L. Snelson for erection of new clubhouse on Lake Morton Drive and Vista Bula St.; electric contract to Kight-Cardinal Co.; plumbing, Watts Plumbing Co.; total cost \$38,356.

La., Winnabago—Franklin Parish Fair Assn., J. H. Baker, Pres.; Harry St. John, Sec.-Mgr., erecting Agricultural Hall, Livestock Building and negro exhibit building.

N. C., Thomasville—Board of Trustees Kennedy Home, E. F. Aydlett, Elizabeth City, Pres., let contract to C. B. Mooney, Mocksville, for erection of J. P. Green dormitory for boys.\*

### Railway Stations, Sheds, Etc.

Ala., Jasper—Northern Alabama Railway Co., care Henry W. Miller, Vice-Pres., Southern Railway System, Washington, D. C., let contract to Gus Brown for \$20,000, 1-story, brick veneer and frame, 30x138-ft. passenger and freight depot; composition roof, wood and concrete floors.\*

Okla., Sand Springs—Sand Springs Rail way Co., care T. H. Steffens, let contract to J. R. Forner Construction Co., Ritz Bldg., Tulsa, for 1-story, 25x50-ft., brick passenger station.

### Schools

Ala., Birmingham—Jefferson County Board of Education, F. B. Erwin, Supt., 746 N. 21st St., let contract to J. F. Holley Construction Co., 817 19th St., Ensley, for remodeling school buildings at Bradford and Sayre; Denham, Van Keuren & Denham, Archts., 407 Age-Herald Bldg.

Ark., Lonoke—Lonoke Special School District Board of Trustees let contract to F. M. Goodbar for \$10,000, 1-story, brick, 62x87-ft. gymnasium building; showers, balcony, dress-

ing rooms: 1-story, 16x24-ft. addition to house domestic science department.

La., Homer—Clairborne Parish School Board let contract to McMichael Construction Co. City Bank Bldg., Shreveport, at \$194,476 for erection of reinforced concrete, brick and cast stone trim High School building; composition roof, plastered interior, steam heat; Edward F. Neild, Archt., Merchants Bldg., Shreveport.\*

La., New Orleans—Board of Administrators of Tulane Educational Fund let contract to Gervais F. Favrot, Balter Bldg., at \$22,172 for fire damage rebuilding at Richardson Chemistry Building, Tulane University; Favrot & Livaudais, Archts., Hibernia Bldg.

Mo., Baltimore—Board of Awards, Mayor Howard W. Jackson, Pres., recently let contract to P. C. Street Engineering Co., 404 St. Paul St., at \$1,196,000 for erection of 3-story and basement Western High School building, on Gwynne Falls Pkwy., between Pulaski St. and Walbrook Ave.; face brick exterior construction with Indiana limestone or cast stone trim, reinforced concrete foundation, main building approx. 65x225 ft., west wing 33x24 ft. and east wing 260x82 ft., main cafeteria and boiler room about 140x72 ft.; include classrooms, auditorium, gymnasium, science rooms and cafeteria; slag roof, wood and cement floors, Kalamein stair enclosures, terrazzo stairs, steel sash and wood windows; no sub-contracts let; H. G. Perring, Supv., Engr., Public Improvement Commission, Hearst Tower Bldg.; J. E. Sperry, Archt., Calvert Bldg.\*

Miss., Hickory Flat—Union Lumber Co., New Albany, received contract for erection of Blythe consolidated high school building.

Mo., Mexico—Board of Education let contract to Gardini Construction Company, Herlet contract to Gardini Construction Co., Herlin, Ill., at \$248,000 for erection of new High School building; Van Dyck Plumbing and Heating Co., Des Moines, Iowa, low on plumbing and heating at \$24,800; Hannibal Electric Co., Hannibal, electric work for \$6950; Ben C. Elliott, Mexico, and Thomas, Lennon & Thomas, Des Moines, Iowa, Archts.\*

N. C., Raleigh—H. F. Srygley, Sec. of School Committee of Raleigh Township, 203 Professional Bldg., let contract to John Hudson, Jr., Tarboro, at \$60,550 for West Raleigh school building; Dermott Heating Co., heating \$44,791; plumbing, J. L. Powers, Bennettsville, S. C., \$3600; 11 classrooms, auditorium, offices, bookroom and health clinic rooms; James A. Salter, Archt., 102 W. Hargett St.; contract for Boylan Heights school to J. N. Bryan & Sons, at \$40,718; heating, Dermott Heating Co., \$3460; plumbing, Bodenhamer Plumbing Co., \$1841; 7 classrooms, auditorium, bookroom, health clinic rooms and teachers' rest rooms; H. P. Keller, Archt., 129 Hillcrest St.; Hayes-Barton School to John F. Danielson at \$78,548; heating, Dermott Heating Co., \$5790; plumbing, Bodenhamer Plumbing Co., \$3934; 16 classrooms, auditorium, bookrooms, rest rooms and health clinic; H. P. Keller, Archt.; contract for 8 additional rooms and auditorium for Murphey school to Jewell-Biddle Co., Sanford, at \$38,420; heating, Dermott Heating Co., \$2300; plumbing, Beaman & Rowell Co., \$1595; J. H. Kennedy, Archt., 301 Wachovia Bank Bldg.\*

N. C., Winston-Salem—Forsyth County Board of Education let contract to Howerton & Benner, Greensboro, at \$8900, and to Home Plumbing & Heating Co., Third St., for plumbing at \$4130 for new Southfork Consolidated school.\*

Okl., Norman—Dan Tankersley, Contr. for \$80,000 gymnasium building, let contract for stone to Consolidated Cut Stone Co., 1323 E. Fifth St., Tulsa, and for iron to J. B. Klein Iron & Foundry Co., 1006 W. Second St., Oklahoma City.; Jewell Hicks, Archt., Braniff Bldg., Oklahoma City.\*

S. C., Columbia—Summerland College, Dr. J. L. Long, Little Mountain, chmn., building committee, let contract to J. S. Heslep at \$39,364 for erection of 2-story and basement, brick, hollow tile, frame and concrete Administration Building; James B. Urquhart, Archt., Palmetto Bldg.\*

Tenn., Knoxville—Board of Education, L. H. Spilman, Pres., let contract to J. E. & W. A. Gervin, Church Ave. near Gay St., at \$328,000 for erection of 2-story and basement, fireproof, 226x185-ft. Park City Junior High School; concrete floors and foundation; composition roof; Baumann & Baumann, Archts., 813½ Market St.\*

Tenn., Sweetwater—Building Committee of Monroe County Board of Education, O. K. Jones, Chmn., let contract to Young & Stoner Construction Co., Knoxville, for \$100,000

High School building; Manley, Young & Meyer, Archts., Knafle Bldg., Knoxville.\*

### Stores

Ala., Birmingham—Joseph Russo, 201 S. 24th St., let contract to Mackle-Shepherd Co., 910 N. 19th St., for 1-story, brick store building, 68th St. and Underwood Ave.; concrete and wood floors, composition roof; steel contract to Virginia Bridge & Iron Co., 3900 N. Eighth Ave.; plumbing, Harry Mancin, 1405 42d St., Central Park; J. E. Salie, Archt., 2223 Age-Herald Bldg.

Ala., Birmingham—Caldwell Real Estate & Improvement Co., Age-Herald Bldg., erecting \$36,500, 2-story and mezzanine, 50x140-ft. store building, 2208-10 N. First Ave.; tar and gravel roof, brick and stone walls, concrete and wood floors; roofing awarded Young & Vann Supply Co., 1731 N. First Ave.; plastering, R. A. McLeod, 1616 N. First Ave.; tile, S. S. Parker, 2504 S. Seventh Ave.; sash and glass, Moore & Handley Hardware Co., Avenue A and 20th St.; Miller & Martin, Archts., 911 Title-Guaranteed Bldg.; M. C. Banks, Contr., 2501 First Ave.

Ark., Fort Smith—Gus Krone, 900 N. 21st St., let contract to O'Neal & Drake, at \$26,000 for commercial building at Rogers and Ninth Sts.; Wheeler & Bassham, Archts., Kenfield Bldg.

Ark., Little Rock—D. Hopson, 801 Home Insurance Bldg., erect \$20,000, 1-story, brick, 40x80-ft. store building, 401-3-5 Eighth St.; built-up roof, concrete floors, plate glass; private plans.

Ark., Luxora—E. R. Bogan let contract to Samuel Glick for erection of \$10,000 business building.

Ark., Waldron—C. O. Farnsworth erect 1-story, brick commercial building on S. Main St. with day labor.

Fla., New Smyrna—N. A. Hotard, Canal St., erecting \$20,000, 1-story, brick and terra cotta, 33x125-ft. store building on Canal St.; oak and tile floors, concrete foundation, asphalt composition roof; C. M. Weller, Archt.; Mears & Lopez, Contrs. (See Machinery Wanted—Hollow Tile; Plaster Board; Flooring; Roofing; Terra Cotta Trim.)\*

Fla., South Jacksonville (Ind. Br. of Jacksonville)—Akra Brothers, T. K. Akra, Pres., 1938 Main St., erect \$18,000, 1-story, 60x100 ft., steel and reinforced concrete, Spanish type store building on St. Johns Ave. near Hendricks Ave.; E. P. Behles & Co., Archts., Bank of Commerce Bldg., Memphis, Tenn.; O. P. Woodcock, Contr.\*

Fla., St. Petersburg—L. F. Langdell, Manchester, N. H., erecting building on Central Ave. between 24th and 25th Sts.; stores on ground floor, 6 apartments of 4 rooms and bath on second floors, 4 garages in rear; include automatic ice plant; 2 stories, tile and stucco; Henry Kohler, Archt.; Junius Johnson, Contr.

Fla., St. Petersburg—S. F. Langdell erecting \$30,000, 45x100-ft., 2 store and 6-apartment building, Central Ave., between 24th and 25th Sts.; Julius Johnson and F. Zimmerman, Contrs.

Ga., Augusta—Sibert & Robison, 126 Eighth St., have contract to remodel front of Gas Light Co. building.

La., Monroe—Bread Realty & Building Corp. erecting \$10,000, 50x100 ft. brick and concrete building on Walnut St.

La., New Orleans—Louis Chianelli and Frank Misuraca, 2124 Barracks St., let contract to Saputo & Gouvernal for \$31,000 brick building, Frenchmen and Miro Sts.

La., New Orleans—Universal Furniture House, 1208 Decatur St., erect \$35,000, 2-story, hollow tile and brick, 54x96-ft. store building, St. Claude and St. Roch Sts.; hollow tile, brick and masonry awarded to J. J. Swiler Construction Co., Inc., 429 Exposition Blvd.; millwork, National Sash & Door Co., 600 N. Dupre St.; plumbing, A. G. Rose, Union Indemnity Bldg.; electric wiring, O. Z. Levy, 2411 Upperline St.; composition roof, Taylor-Seidenbach, Inc., 1401 Tchoupitoulas St.; cast stone, P. Palao, 2754 St. Peter St.; structural steel, Lukens Steel Co., Poland and Rocheblave Sts.; glazing, Harry Flauhaft, 321 Dryades St.; elevators, Otis Elevator Co., 852 Carondelet St.; sanitary flooring, J. J. Clarke Co., 946 Howard Ave.; sheet metal work, R. G. Holzer, 321 Burgundy St.; Hyman Rabinovitz, Archt. & Contr., 205 Strand Bldg.

La., Oak Grove—Louis Leach will erect 3 brick stores on Main St.; \$20,000; George Black, Contr., Lake Providence.

Mo., Baltimore—A. F. Goetz erect \$10,000,

2-story, 40x64 ft. brick building, St. Clair Lane; B. W. Minor, Archt.-Builder, 224 W. Pratt St.

Mo., Frederick—Charles Wertheimer and Gilmore R. Fautt remodeling Court St. property for stores and offices; work under William C. Geesey.

Mo., Richmond Heights, St. Louis—John Vola, 1338 Central Ave., let contract to G. H. Davis, Ganner Ave., for 3 stores, with flats above, Penn Park No. 2; \$15,000.

Mo., St. Louis—H. Daiber, Kingshighway and Lansdowne St., let contract to F. Schroeder, Jr., 3860 Arsenal St., for \$27,000 2-story, brick, 120x41x100 ft. brick store and dwelling, 4415-23 S. Kingshighway and 4905 Lansdowne St.; composition roof, hot water heat; H. Schaumburg, Jr., Archt., 3631 Connecticut St.

Mo., St. Louis—R. & M. A. Eldracher, 728 Chouteau St., let contract to Wilkins & Phillips, 712 Compton Bldg., for \$22,500, 42x75-ft., brick, 2-story store and hotel building, 4114-18 Chouteau St.; composition roof, steam heat; Klingsmith-Rice-Wilkins, Archts., 1218 Louderman Bldg.

Mo., St. Louis—S. S. Kresge Co., Detroit, Mich., let contract to Gamble Construction Co., 620 Chestnut St., for \$120,000, 1 and 2-story, brick, 82x151 ft. stores and offices, 6104-12 Easton St.; composition roof, steam heat; H. Holmes, Archt., care owners.

N. C., Winston-Salem—Judge H. R. Starbuck, Masonic Temple, let contract to Kesler Construction Co. for erection of 3-story, fireproof, 30x90 ft. stores building on W. Third St.; concrete floors and foundation, tar and gravel roof; Northup & O'Brien, Archts., Starbuck Bldg.\*

Tenn., Knoxville—J. G. and W. G. Brownlow, 302 Clinch Ave., let contract to Lynn A. Hayes for 3 stores on Church St.

Tenn., Memphis—R. A. Werne, 1901 Vinton St., has let contract to George E. Burns, 778 Kney St., for 4 stores, McLemore Ave. and Florida St.; 1 story, brick, 80x60 ft., built-up roof, concrete floors, plate glass front; private plans.

Tex., Dallas—F. W. Anderson, 500 N. Rosemont St., erecting \$10,000, 1-story, 90x65 ft., 4 stores at Stewart Drive and Edgefield St.; brick and hollow tile partition walls, concrete foundation, concrete and wood floors, Carey roof; W. H. Reeves, Archt.-Contr., 3310 Commerce St.\*

Tex., Electra—Magee Bros. & Stripe started work on \$10,000, 1-story, brick and concrete, 25x112 ft. store building.

Tex., Mission—A. H. Strahle erecting \$20,000, 2-story, semi-fireproof, 50x90 ft. store and hotel building; built-up roof, concrete floors and foundation; address equipment proposals to Miller Brothers; James Robinson, Archt.; J. E. Walsh, Contr.\*

Tex., Waco—Alfred Abeel, 3300 Austin Ave., erect \$20,000, brick store building at 15th and Colcord Sts.; Goodgion & Phillips, Contrs.

W. Va., Wheeling—Ross Stores, Inc., let contract to Speck Construction Co. for new front and alterations at 1130 Main St.; \$12,000; E. B. Franzheim, Archt., 1425 Chapline St.

### Theaters

La., Bastrop—C. J. Goodwin erecting \$75,000, reinforced concrete, brick, steel and limestone trim Princess Theater building; R. L. Simmons, Archt., Elkhart, Ind.; owner builds.\*

Tenn., Union—Crescent Amusement Co., Nashville, erecting \$70,000 theater building; William J. Conradi, Archt.-Contr.

### Warehouses

Tenn., Memphis—L. H. Conly, 1742 Central St., erecting \$25,000 building at Lauderdale and Union Ave., to be occupied by Hassler-South-East Co., 1055 Union St.; W. C. Lester, Archt., Arcade Bldg.

Tenn., Memphis—Rev. H. P. Hurt, 31 E. Parkway, erecting building at Butler Ave. and Second St. for Choctaw Machinery and Culvert Co., Rand Bldg.; W. C. Lester, Archt., Arcade Bldg.

Tenn., Memphis—H. M. Pratt, Columbus, Miss., has let contract to Memphis Construction Co., 160 Union St., for 2-story, brick, steel frame, 60x170-ft. warehouse, S. Front St.; wood floors, composition roof, concrete foundation; Joe T. Wallace, Archt., Bank of Commerce Bldg.\*

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

## MACHINERY, PROPOSALS AND SUPPLIES WANTED

**Absorbent Cotton.**—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Oct. 2 for 2400 pkgs. absorbent cotton, 1 lb. in package.

**Air Compressors.**—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Oct. 2 for 2 motor-driven air compressors.

**Automobile Repair Shop Equipment.**—Springfield Auto Works, Inc., A. W. Duemler, Mgr., 1501 Boonville Ave., Springfield, Mo.—Wants prices on equipment for following: Top and trim shop, wood body shop, blacksmith and paint shop, radiator repair department, fender and wrecked body repairs, etc.

**Blacksmith Shop Equipment.**—See Automobile Repair Shop Equipment.

**Boiler.**—Mantz Ice & Bottling Co., Samson, Ala.—Wants to purchase 100 or 125 h. p. second-hand boiler; state condition.

**Brick.**—Neal D. Evans, P. O. Box 2076, Station A, Jacksonville, Fla.—Wants prices on kale face brick and common brick in carload lots.

**Bridge.**—Goesbeck, Tex., will build 3 bridges. See Construction News—Bridges, Culverts, Viaducts.

**Bridge.**—Kurthwood, La. See Construction News—Bridges, Culverts, Viaducts.

**Bridge.**—Troy, N. C., will build 2 bridges. See Construction News—Bridges, Culverts, Viaducts.

**Bridge.**—Louisiana, Mo. See Construction News—Bridges, Culverts, Viaducts.

**Bridge.**—City Sec., Houston, Tex.—Receives bids Oct. 11 for furnishing, f. o. b. Houston, one double-track, 80-ft. through plate girder steel span for Port Terminal R. R. Assn. tracks over 69th St. Subway; plans from J. C. McVea, City Engr.

**Building Material.**—Frank E. Jensen, 1114 W. 81st St., Chicago, Ill.—Wants catalogs and material samples.

**Cast Stone.**—Rev. A. R. Beck, 402 N. Main Ave., Newton, N. C.—Wants prices on cast stone for \$25,000 church.

**Cast Stone.**—E. E. Roberts, 419 E. Fordyce St., Kingsville, Tex.—Wants prices on cast stone for \$11,000 library.

**Cast Stone.**—Phelps & DeWees, Gunter Bldg., San Antonio, Tex.—Want prices on cast stone for \$75,000 clinic.

**Cast Stone.**—R. H. Stuckey, Wilbarger St., Vernon, Tex.—Wants prices on cast stone for \$20,000 brick dwelling, Frederick, Okla.

**Cast Stone.**—Dr. E. A. Stevens, Mayfield, Ky.—Wants prices on cast stone for \$20,000 brick veneer residence.

**Cast Stone.**—McCrory Stores Corp., 1107 Broadway, New York.—Wants prices on cast stone for store building, Martinsburg, W. Va.

**Cement.**—McCrory & Co., 400 W. Third St., Little Rock, Ark.—Wants cement in car lots for development of subdivision.

**Chemicals.**—Houston Railway Signal & Explosives Corp., Market St. and H. B. & T. Ry., Houston, Tex.—Wants to correspond with dealers in nitrate of strontium, nitrate of potassium, chlorate of potassium and perchlorate of potassium, used in manufacture of railway fuses and torpedoes.

**Church Furnishings, etc.**—Herbert L. Cain, Grace Securities Bldg., Richmond, Va.—Wants prices on equipment, etc., \$4000, for church.

**Church Furnishings, etc.**—P. J. Neal, 802 Columbia Ave., Rocky Mount, N. C.—Wants prices on equipment, etc., for \$12,000 North Rocky Mount Baptist Church.

**Church Furnishings, etc.**—Rev. A. R. Beck, 402 N. Main Ave., Newton, N. C.—Wants prices on equipment, etc., \$10,000, for Beth Eden Lutheran Church.

**Citrus Canning Machinery.**—West Frostproof Packing & Canning Co., B. B. Scarborough, Mgr., West Frostproof, Fla.—Wants citrus canning machinery for plant with daily output 4 cars.

**Citrus Juice Machinery.**—West Frostproof Packing & Canning Co., B. B. Scarborough, Mgr., West Frostproof, Fla.—Wants citrus juice machinery for plant with daily capacity 4 cars.

**Coal.**—H. G. Granger, Chmn. Purchasing Committee of Police Jury, Lake Charles, La.—Receives bids October 4 to purchase 120 tons coal to be delivered at courthouse and jail.

**Coal.**—The Virginian Railway Co., D. C. King, Purchasing Agent, 712 Terminal Bldg., Norfolk, Va.—Receives bids Oct. 6 for high

volatile R. O. M. locomotive fuel coal for period of 12 months from Oct. 1, 1926; approximate quantity 600,000 net tons; delivery f. o. b. Virginia Railway Co.'s tracks.

**Coffee Cups.**—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Oct. 5 for 3000 individual, earthenware, vitrified coffee pots.

**Digging Machinery.**—Williams & Harney Nurseries Co., Inc., 4818 Oak St., Kansas City, Mo.—Wants digging machinery for development of 13 1/2-acre nursery.

**Dredging, etc.**—Treasury Dept., Supvg. Architect's Office, Washington, D. C.—Receives bids October 15 for extension of wharf, dredging, etc., at the U. S. Quarantine Station, Marcus Hook, Pa.

**Dryers.**—Alex M. Robinson (Mchly. Dealer), Georgetown, Ky.—Wants prices and full specifications on Louisville dryers or other steam and heat dryers; state location, condition and time of delivery.

**Dumb Waiters.**—Phelps & DeWees, Gunter Bldg., San Antonio, Tex.—Wants prices on dumb waiters for \$75,000 clinic.

**Elastic Cord.**—J. W. Bell & Son, Paragould, Ark.—Wants to obtain direct from mills elastic cord in different sizes, both flat and round.

**Electrical Equipment.**—Jefferson Electric Corp., 318 E. High St., Jefferson City, Mo.—Wants wire and storage batteries for central stations and central station equipments.

**Electric Fixtures and Supplies.**—L. Baskin, Hereford, Tex.—Wants prices on electric light fixtures and supplies for 11 dwellings.

**Electric Refrigerators.**—Burner & Co., 721 Barton Ave., Chattanooga, Tenn.—Want prices on electric refrigerators for dwellings.

**Electric Refrigerators.**—Forest Lawn Memorial Park, P. O. Box 845, Beaumont, Tex.—Wants prices on electric refrigerators.

**Electric Refrigerators.**—Phelps & DeWees, Gunter Bldg., San Antonio, Tex.—Want prices on electric refrigerators for \$75,000 clinic.

**Electric Refrigerators (Central System).**—Lee B. Harr, Johnson City, Tenn.—Wants prices on central system electric refrigerators for 12-suite apartment house.

**Electric Refrigerators.**—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Oct. 7 to furnish and install electric refrigerators for the U. S. V. Hospital, Fort Snelling, Minn.

**Electric Refrigerators.**—A. P. Clark, Jr., 816 Fourteenth St. N. W., Washington, D. C.—Wants prices on electric refrigerators for \$45,000 dwelling, Rockville, Md.

**Electric Refrigerators.**—Dr. E. A. Stevens, Mayfield, Ky.—Wants prices on electric refrigerators for \$20,000 residence.

**Electric Toasters.**—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Oct. 2 for two electric toasters, six-slice, for operation on 115 volt A. C. Edison Electric Appliance Co.'s No. 23T16 or equal.

**Engine (Oil).**—J. P. Barnett, City Sec., Terrell, Tex.—Wants to purchase one 225 to 300 h. p. oil-burning engine, directly connected to 3-phase, 60 cycle, 2300 volt alternator, directly connected, etc., for municipal light plant.

**Excelsior Machinery.**—Chas A. Jones, 1216 Huntsville Ave., Birmingham, Ala.—Wants to correspond with manufacturers of excelsior machinery.

**Fire Apparatus.**—City Coms., Frank H. Owen, Chmn., Jacksonville, Fla.—Receives bids Oct. 6 to furnish Fire Department 3 triple combination pumping engines; delivery f. o. b. cars Jacksonville; H. R. MacMillan, Ch. Fire Dept.

**Flooring.**—L. Baskin, Hereford, Tex.—Wants prices on hardwood and rubber flooring for 11 dwellings; cost \$2000 to \$2500 each.

**Flooring.**—L. L. Wrenn, Siler City, N. C.—Wants prices on tile, hardwood, rubber tile and composition flooring for \$10,000 post office and mercantile building.

**Flooring (Linoleum).**—Edward E. Koontz, 256 Jefferson Ave., Moundsville, W. Va.—Wants prices on linoleum flooring for \$23,000 apartment house.

**Flooring.**—Lee B. Harr, Johnson City, Tenn.—Wants prices on tile and hardwood flooring for apartment house.

**Flooring.**—Mears & Lopez, Contrs., New Smyrna, Fla.—Want prices on tile and hardwood flooring for \$20,000 store.

**Flooring.**—Burner & Co., 721 Barton Ave.,

Chattanooga, Tenn.—Want prices on tile, hardwood, linoleum and composition flooring for dwellings.

**Flooring.**—Forest Lawn Memorial Park, P. O. Box 845, Beaumont, Tex.—Wants prices on tile and linoleum flooring for \$11,000 library.

**Flooring.**—Phelps & DeWees, Gunter Bldg., San Antonio, Tex.—Want prices on tile, hardwood, rubber tile and composition flooring for \$75,000 clinic.

**Flooring.**—R. H. Stuckey, Wilbarger St., Vernon, Tex.—Wants prices on tile and hardwood flooring for \$20,000 dwelling, Frederick, Okla.

**Flooring.**—A. P. Clark, Jr., 816 Fourteenth St. N. W., Washington, D. C.—Wants prices on tile and hardwood flooring for \$45,000 dwelling, Rockville, Md.

**Flooring.**—W. H. Kennedy, 13th and Pine St., Pine Bluff, Ark.—Wants prices on tile and terrazzo flooring for residence.

**Flooring.**—Dr. E. A. Stevens, Mayfield, Ky.—Wants prices on tile and hardwood flooring for \$20,000 residence.

**Flooring Tile.**—McCrory Stores Corp., 1107 Broadway, New York.—Wants prices on floor tile for store building, Martinsburg, W. Va.

**Garage Equipment.**—Hampton Service Stations, Panama Park, Jacksonville, Fla.—Wants prices on garage equipment, new and second-hand.

**Garage Equipment.**—Drane & McKee, Inc., Box 558, Corsicana, Tex.—Wants prices on garage equipment.

**Garnett Machine.**—See Mattress-Making Machinery.

**Grading.**—Board of Awards, Baltimore, Md.—Receives bids Oct. 6 to improve playground and area around Windsor Hills, Arlington and Hamilton schools; plans from H. G. Perrin, Supvg. Engr., 518 Hearst Tower Bldg.; Howard W. Jackson, Mayor. **Granite.**—R. H. Stuckey, Wilbarger St., Vernon, Tex.—Wants prices on granite for \$20,000 brick dwelling, Frederick, Okla.

**Gravel.**—East Baton Rouge Parish Police Jury, F. A. Woods, Sec., Baton Rouge, La.—Receives bids Oct. 19 for 8000 cu. yd. washed gravel, f. o. b. Scotland, for Sub. Road Dist. No. 2 of Road Dist. No. 2.

**Gravel.**—Louisiana State Highway Coms., W. E. Atkinson, Chmn., Raymond Bldg., Baton Rouge, La.—Receives bids Oct. 19 to furnish approximately 12,682 cu. yds. washed gravel for State Proj. 399-B, Sabine Parish, Many-Robeline Highway.

**Gravel and Sand Handling Equipment.**—Lake Charles Building Material Co., 1900 S. Ryan St., Lake Charles, La.—Wants prices on gravel and sand handling equipment.

**Gravity Conveyors.**—Lake Charles Building Material Co., 1900 S. Ryan St., Lake Charles, La.—Wants prices on gravity conveyors.

**Guava Jelly Machinery.**—West Frostproof, Packing & Canning Co., B. B. Scarborough, Mgr., West Frostproof, Fla.—Wants guava jelly machinery.

**Hardware.**—Fain Manufacturing Co., Inc., 626 W. 23d St., Norfolk, Va.—Wants to contract for manufacture of special hardware made of cold rolled steel and copper plated; prefer firms in Baltimore, Md.

**Heating Plant.**—L. L. Wrenn, Siler City, N. C.—Wants prices on heating plant for \$10,000 post office and mercantile building.

**Heating System.**—J. A. Leslie, Chmn., Building Committee, Lake City, Fla.—Wants data and prices on heating system best adapted for Sunday school building, 3 story, 47x76 ft.

**Hollow Tile.**—Lee B. Harr, Johnson City, Tenn.—Wants prices on hollow tile for apartment house.

**Hollow Tile.**—Mears & Lopez, Contrs., New Smyrna, Fla.—Want prices on hollow tile for \$20,000 store.

**Hollow Tile.**—Edward E. Koontz, 256 Jefferson Ave., Moundsville, W. Va.—Wants prices on hollow tile for \$23,000 apartment house.

**Incinerators.**—Burner & Co., 721 Barton Ave., Chattanooga, Tenn.—Want prices on incinerators for dwellings.

**Incinerators.**—Lee B. Harr, Johnson City, Tenn.—Wants prices on incinerators for apartment house.

**Incinerators.**—Forest Lawn Memorial Park,

## CONSTRUCTION DEPARTMENT

P. O. Box 845, Beaumont, Tex.—Wants prices on incinerators.

**Incinerators.**—Edward E. Koontz, 256 Jefferson Ave., Moundsville, W. Va.—Wants prices on incinerators for \$23,000 apartment house.

**Incinerators.**—Dr. E. A. Stevens, Mayfield, Ky.—Wants prices on incinerators for \$20,000 residence.

**Iron Posts.**—L. L. Wrenn, Siler City, N. C.—Wants prices on iron posts for \$10,000 post office and mercantile building.

**Kitchen Supplies.**—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Oct. 4 for kitchen supplies.

**Laundry Machinery.**—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids October 9 for laundry machinery for U. S. V. Hospital, Muskogee, Okla.

**Laundry Machinery.**—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Oct. 9 for laundry machinery for U. S. V. Hospital, Aspinwall, Pa.

**Laundry Presses.**—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids October 9 for laundry presses for U. S. V. Hospital, Oteeen, N. C.

**Library Furnishings, etc.**—E. E. McRoberts, 419 E. Fordyce St., Kingsville, Tex.—Wants prices on equipment, etc., \$1000, for library.

**Limestone.**—Geo. E. Markart, 519 S. Independence St., Sapulpa, Okla.—Wants prices on limestone for \$33,000 brick, stucco, wood and steel Sunday school.

**Limestone.**—North Eastern Construction Co., New City Hall, Winston-Salem, N. C.—Wants prices on limestone trim for \$400,000 Y. M. C. A.

**Limestone.**—Bonsack & Pearce, 411 Olive St., St. Louis, Mo.—Want prices on limestone for 3-story, 75x85-ft. bank and office building.

**Lumber.**—Herbert Gillis, Forrest County Clerk, Hattiesburg, Miss.—Receives bids Oct. 7 to furnish 500 posts and 600 boards used in erection and construction of road signs and markers.

**Machine Tools.**—Hampton Service Stations, Panama Park, Jacksonville Fla.—Wants prices on small machine tools, new and second-hand.

**Mail Chutes.**—Lee B. Harr, Johnson City, Tenn.—Wants prices on mail chutes for apartment house.

**Mail Chutes.**—Edward E. Koontz, 256 Jefferson Ave., Moundsville, W. Va.—Wants prices on mail chutes for \$23,000 apartment house.

**Mail Chutes.**—Bonsack & Pearce, 411 Olive St., St. Louis, Mo.—Want prices on mail chutes for 3-story bank and office building.

**Mattress-Making Machinery.**—Capital Bedding Co., Box 10, Baton Rouge, La.—Wants to purchase one garnett machine, 60-saw gin, willower, Thompson filling box, etc.; second-hand equipment.

**Metal Ceilings.**—McCrory Stores Corp., 1107 Broadway, New York.—Wants prices on metal ceilings for store building, Martinsburg, W. Va.

**Metal Ceilings and Doors.**—L. L. Wrenn, Siler City, N. C.—Wants prices on metal ceilings and doors for \$10,000 post office and mercantile building.

**Metal Doors.**—Herbert L. Cain, Grace Securities Bldg., Richmond, Va.—Wants prices on metal doors for \$15,000 church.

**Miscellaneous Supplies.**—Panama Canal, A. L. Flint, General Purchasing Officer, Washington, D. C.—Receives bids Oct. 15 to furnish steel channels, sewer pipe, steel tubes, washers, rivets, paint drums, metal cans, pipe clamps, pneumatic hoists, dynamometers, phonographs, electro-plating supplies, paints and ingredients, petroleum spirits, electrical supplies and fixtures, etc. Blank forms and information (Circular 1759) on application to offices of Panama Canal; Ass't. Purchasing Agents at 24 State St., New York; 611 Gravier St., New Orleans, La.; Fort Mason, San Francisco, Cal.; also from U. S. Engineers offices throughout country.

**Miscellaneous Supplies.**—Panama Canal, A. L. Flint, General Purchasing Officer, Washington, D. C.—Receives bids Oct. 6 to furnish conduit elbows, pipe fittings, bolts, nuts, lag screws, washers, expansion bolt shells, wire, light cluster beldies, receptacles, lamp, guards, split connectors, porcelain knobs, electric soldering irons, test clips, vulcanized rubber sheets. Blank forms and information (Circular 2423) on application to offices of Panama Canal; Fort Mason, San Francisco, Cal.

**Miscellaneous Supplies.**—Thoufeek & Co., 251 Richmond Hill Rd., Galle, Ceylon.—

Wants to correspond with importers of gold and silver bars, hardware, etc.; with view to representation.

**Mop Wringers, etc.**—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Oct. 5 for 48 all-steel mop wringers and 24 galvanized iron pails.

**Motor.**—R. S. Armstrong & Bro. Co. (Mchv. Dealer), 676 Marietta St., Atlanta, Ga.—Wants 60 or 75 h. p. motor, 3 phase, 60 cycle, 440 volt, 900 r.p.m.

**Motor Chassis.**—Board of Awards, F. A. Dolfeld, City Register, Baltimore, Md.—Receives bids Oct. 6 to furnish one 3-ton motor chassis; O. F. Lackey, Bureau of Transportation.

**Nickel Silver.**—The Spring Grip Stropper Co., 20 E. 31st St., Kansas City, Mo.—Wants prices on nickel silver or other alloy metals which will resist corrosion and yield to polishing operation.

**Office Furnishings, etc.**—Geo. Neu, Main and Market Sts., Brenham, Tex.—Wants prices on equipment, etc., for \$15,000 Germania Mutual Aid Assn. office building.

**Oil-Burning Equipment.**—Howard Machine Shops, Blacksville, S. C.—Wants to correspond with manufacturers of crude oil burning equipment for stationary vertical steam boilers.

**Oil Rigs.**—Tyler Oil Corp., Suite 1, Old Postoffice Bldg., Amarillo, Tex.—Wants prices on building rigs, drilling and storage material.

**Oil Well Drilling.**—Tyler Oil Corp., Suite 1, Old Postoffice Bldg., Amarillo, Tex.—Wants prices on oil-well drilling.

**Paints, etc.**—See Automobile Repair Shop Equipment.

**Paving.**—Pierson, Fla. See Construction News—Roads, Streets, Paving.

**Paving.**—Dallas, Tex. See Construction News—Roads, Streets, Paving.

**Paving.**—Houston, Tex. See Construction News—Roads, Streets, Paving.

**Pipe.**—East Baton Rouge Parish Police Jury, F. A. Woods, Sec., Baton Rouge, La.—Receives bids Oct. 19 for 1320 lin. ft. 12, 15 and 24 in. drain pipe for Sub Road Dist. No. 2 of Road Dist. No. 2, concrete, vitrified clay and corrugated iron.

**Pipe.**—See Water Works.

**Pipe (Water).**—Langford & Moreau, Ltd., 2415 Grace St., Chicago, Ill.—Wants water pipe for development of 200-acre park, golf course, etc.

**Pipe (Cast Iron).**—McCrory & Co., 400 W. Third St., Little Rock, Ark.—Wants 8-in. cast iron water pipe in car lots.

**Pipe (Reinforced Concrete).**—See Sewers.

**Pipe (Sewer).**—McCrory & Co., 400 W. Third St., Little Rock, Ark.—Wants 6 and 10 in. sewer pipe in car lots.

**Pipeless Furnaces.**—The Antique Shop, Front Royal, Va.—Wants two large size pipeless furnaces.

**Planting Machinery.**—Williams & Harney Nurseries Co., Inc., 4818 Oak St., Kansas City, Mo.—Wants planting machinery for development of 13 1/2-acre nursery.

**Plaster Board.**—Mears & Lopez, Contrs., New Smyrna, Fla.—Wants prices on plaster board for \$20,000 store.

**Plaster Board.**—Burner & Co., 721 Barton Ave., Chattanooga, Tenn.—Want prices on plaster board for dwellings.

**Plaster Board.**—Forest Lawn Memorial Park, P. O. Box 845, Beaumont, Tex.—Wants prices on plaster board.

**Plaster Board.**—Geo. E. Markart, 519 S. Independence St., Sapulpa, Okla.—Wants prices on plaster board for \$33,000 Sunday school.

**Plaster Board.**—L. Baskin, Hereford, Tex.—Wants prices on plaster board for 11 dwellings; cost \$2000 to \$2500 each.

**Plaster Board.**—W. H. Kennedy, 13th and Pine Sts., Pine Bluff, Ark.—Wants prices on plaster board for residence.

**Power Station Equipment.**—See Electrical Equipment.

**Pumps.**—L. Baskin, Hereford, Tex.—Wants prices on automatic electric pumps.

**Refrigerators, etc.**—Board of Awards, F. A. Dolfeld, City Register, Baltimore Md.—Receives bids Oct. 6 for installation of refrigerators and drinking fountains in Baltimore City Hospitals, Eastern Ave. extended; C. H. Osborne, Ch. Bureau of Bldgs.

**Refrigerating Plants.**—F. G. Hollis & Co., Bonnetsville, S. C.—Wants to correspond with manufacturers of small refrigerating plants.

**Reproduction Cloth.**—U. S. Veterans Bureau, Supply Division, Washington, D. C.—

## Manufacturers Record

Receives bids Oct. 2 for 10 rolls (500 yds.) reproduction cloth, 42 in. wide.

**Residence Furnishings, etc.**—L. Baskin, Hereford, Tex.—Wants prices on equipment, etc., for 11 dwellings.

**Residence Furnishings, etc.**—Dr. E. A. Stevens, Mayfield, Ky.—Wants prices on equipment, etc., for \$20,000 residence.

**Residence Furnishings, etc.**—Charlie Brunk, Frederick, Okla.—Wants prices on equipment, etc., \$4000, for residence.

**Road.**—Galveston, Tex. See Construction News—Roads, Streets, Paving.

**Road.**—Brenham, Tex. See Construction News—Roads, Streets, Paving.

**Road.**—Beaufort, N. C. See Construction News—Roads, Streets, Paving.

**Rolling Partitions.**—Rev. A. R. Beck, 402 N. Main Ave., Newton, N. C.—Wants prices on rolling partitions for \$25,000 church.

**Rolling Partitions.**—Herbert L. Cain, Grace Securities Bldg., Richmond, Va.—Wants prices on rolling partitions for \$15,000 church.

**Roofing.**—Mears & Lopez, Contrs., New Smyrna, Fla.—Want prices on composition and tile roofing for \$20,000 store.

**Roofing (Composition).**—L. Baskin, Hereford, Tex.—Wants prices on composition roofing for 11 dwellings; cost \$2000 to \$2500 each.

**Roofing (Composition).**—Burner & Co., 721 Barton Ave., Chattanooga, Tenn.—Want prices on composition roofing for dwellings.

**Roofing (Composition).**—E. E. McRoberts, 419 E. Fordyce St., Kingsville, Tex.—Wants prices on composition roofing for \$11,000 library.

**Flooring (Composition).**—Geo. Neu, Main and Market Sts., Brenham, Tex.—Wants prices on composition flooring for \$15,000 Germania Mutual Aid Assn. office building.

**Flooring (Composition).**—L. L. Wrenn, Siler City, N. C.—Wants prices on composition roofing for \$10,000 post office and mercantile building.

**Flooring (Composition).**—McCrory Stores Corp., 1107 Broadway, New York.—Wants prices on composition roofing for store building, Martinsburg, W. Va.

**Roofing Tile.**—Burner & Co., 721 Barton Ave., Chattanooga, Tenn.—Want prices on roofing tile for dwellings.

**Roofing Tile.**—E. E. McRoberts, 419 E. Fordyce St., Kingsville, Tex.—Wants prices on roofing tile for \$11,000 library.

**Roofing Tile.**—Geo. Neu, Main and Market Sts., Brenham, Tex.—Wants prices on roofing tile for \$15,000 Germania Mutual Aid Assn. office building.

**Roofing Tile.**—Phelps & DeWees, Gunter Bldg., San Antonio, Tex.—Want prices on roofing tile for \$75,000 clinic.

**Roofing Tile.**—R. H. Stuckey, Wilbarger St., Vernon, Tex.—Wants prices on roofing tile for \$20,000 dwelling, Frederick, Okla.

**Roofing Tile.**—Edward E. Koontz, 256 Jefferson Ave., Moundsville, W. Va.—Wants prices on roofing tile for \$23,000 apartment house.

**Roofing Tile.**—L. L. Wrenn, Siler City, N. C.—Wants prices on roofing tile for \$10,000 post office and mercantile building.

**Sack Cleaner.**—Lake Charles Building Material Co., 1900 S. Ryan St., Lake Charles, La.—Wants prices on sack cleaner.

**Safe Deposit Equipment.**—Bonsack & Pearce, 411 Olive St., St. Louis, Mo.—Want prices on safe deposit equipment for bank building.

**Sand-Handling Equipment.**—See Gravel and Sand Handling Equipment.

**School Furniture and Furnishings.**—City School Board, Norfolk, Va.—Wants bids, until Oct. 8 on furniture and furnishings for Maury High School annex; include 700 pupils' desks, 650 chairs for auditorium, 700 steel lockers, 32 teachers' desks and chairs.

**Seeds (Grass).**—Langford & Moreau, Ltd., 2415 Grace St., Chicago, Ill.—Wants grass seed for development of 200 acre park, golf course, etc.

**Sewers.**—City of Jacksonville, Fla., Frank H. Owen, Chmn.—Receives bids Oct. 13 for sewer material and construction of sanitary and storm sewers; approximately 7690 ft. of 30-in., 5000 ft. of 24-in. reinforced concrete pipe, 2784 ft. of 24-in. sewer pipe, 330 ft. of 21-in. and 330 ft. of 15-in. reinforced concrete pipe; Twenty-third St. outfall, 5620 ft. of 30-in. and 4080 ft. of 24-in. reinforced concrete sanitary sewer, 350 ft. of 24-in. reinforced concrete sanitary manholes; Willow Branch Outfall, 2000 ft. of 30-in., 520 ft. of 24-in. reinforced concrete sanitary sewers, 2784 ft. of 24-in. sanitary sewers, standard sewer manholes:

If the Manufacturers Record is mentioned.

In writing to parties mentioned in this department it will be of advantage to all concerned

Olga Place, 500 ft. of 10-in. sanitary sewer, 1 standard sewer manhole; Hockaday Sewer, 3350 ft. of 8-in. sanitary sewer, 8 standard sanitary sewer manholes, 75 ft. 30-in., 400 ft. of 24-in., 330 ft. of 21-in., 330 ft. of 15-in. reinforced concrete storm drain, 2 standard storm sewer manholes, 4 standard catch basins.

**Sewers.**—City of Pierson, Fla., J. C. Cade, Mayor.—Receives bids Oct. 12 for material, labor and equipment for storm drains, including 133 ft. of 15-in., 530 ft. of 18-in. storm drains; 400 ft. of 18-in. cross drains, 750 ft. of 24-in. storm drains, 36 ft. cast iron pipe, 200 ft. of 15-in. laterals; J. B. McCrary Engineering Corp., Engrs., Atlanta, Georgia.

**Shoe Lace Machinery.**—A. V. West, Mount Airy, N. C.—Wants to correspond with manufacturers of machinery to make shoe laces.

**State-Mining Machinery.**—Alford H. Smith, Gordonsville, Va.—Wants to correspond with manufacturers of machinery for mining and manufacturing slate.

**Small Hardware.**—Statesville Cabinet Co., Statesville, N. C.—Wants trimmings for step ladder and the iron part that goes into the make-up of a washboard.

**Steel Beams.**—L. L. Wrenn, Siler City, N. C.—Wants prices on steel beams for \$10,000 post office and mercantile building.

**Steel Plant Materials.**—F. P. Lyons Iron Works, Inc., Manchester, New Hampshire.—Wants prices on materials used in steel plant.

**Steel Sash and Trim.**—Will W. Johnson, 301 College St. Bldg., Springfield, Mo.—Wants prices on steel sash and trim for \$20,000 hotel, Hollister.

**Steel Sash and Trim.**—Burner & Co., 721 Barton Ave., Chattanooga, Tenn.—Want prices on steel sash and trim for dwellings.

**Steel Sash and Trim.**—L. L. Wrenn, Siler City, N. C.—Wants prices on steel sash and trim for \$10,000 post office and mercantile building.

**Steel Sash and Trim.**—Herbert L. Cain, Grace Securities Bldg., Richmond, Va.—Wants prices on steel sash and trim for \$15,000 church.

**Steel Sash and Trim.**—L. Baskin, Hereford, Tex.—Wants prices on steel sash and trim for 11 dwellings; cost \$2000 to \$2500 each.

**Steel Sash and Trim.**—Rev. A. R. Beck, 402 N. Main Ave., Newton, N. C.—Wants prices on steel sash and trim for \$25,000 church.

**Steel Sash and Trim.**—W. H. Kennedy, 13th and Pine Sts., Pine Bluff, Ar.—Wants prices on steel sash and trim for residence.

**Stepladder.**—See Small Hardware.

**Storage Tanks.**—Tyler Oil Corp., Suite 1, Old Postoffice Bldg., Amarillo, Tex.—Wants prices on storage tanks.

**Street.**—Clarksburg, W. Va. See Construction News—Roads, Streets, Paving.

**Street.**—Baltimore, Md. See Construction News—Roads, Streets, Paving.

**Street.**—Baton Rouge, La. See Construction News—Roads, Streets, Paving.

**Street.**—Winchester, Tenn. See Construction News—Roads, Streets, Paving.

**Street Markers, etc.**—Public Works Committee, Harry L. Shaner, Commr., 1179 Sunset Dr., Winston-Salem, N. C.—Receives bids Oct. 2 to furnish street markers or signs, with standards, bolts, collars, column caps, anchor rods, name plates and all necessary attachments ready for erection; prices f.o.b. Winston-Salem.

**Talcum Products.**—Alford H. Smith, Gordonsville, Va.—Wants to correspond with manufacturers of talcum products from the raw talc.

**Terra Cotta Trim.**—Mears & Lopez, Contractors, New Smyrna, Fla.—Want prices on terra cotta trim for \$20,000 store.

**Terra Cotta Trim.**—North Eastern Construction Co., New City Hall, Winston-Salem, N. C.—Wants prices on terra cotta trim for \$40,000 Y. M. C. A.

**Terra Cotta Trim.**—Rev. A. R. Beck, 402 N. Main Ave., Newton, N. C.—Wants prices on terra cotta trim for \$25,000 church.

**Tile.**—A. P. Clark, Jr., 816 14th St. N. W., Washington, D. C.—Wants prices on hollow tile for \$45,000 dwelling, Rockville, Md.

**Tile.**—W. H. Kennedy, 13th and Pine Sts., Pine Bluff, Ark.—Wants prices on interior tile for residence.

**Tile.**—Dr. E. A. Stevens, Mayfield, Ky.—Wants prices on interior tile for \$20,000 residence.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

**Tile.**—Burner & Co., 721 Barton Ave., Chattanooga, Tenn.—Want prices on hollow and interior tile for dwellings.

**Tile.**—Geo. E. Markart, 519 S. Independence St., Sapulpa, Okla.—Wants prices on hollow and interior tile for \$33,000 Sunday school.

**Tile.**—E. E. McRoberts, 419 E. Fordyce St., Kingsville, Tex.—Wants prices on hollow and interior tile for \$11,000 library.

**Tile.**—Geo. Neu, Main and Market Sts., Brenham, Tex.—Wants prices on hollow tile for \$15,000 Germania Mutual Aid Assn. office building.

**Tile.**—Phelps & DeWees, Gunter Bldg., San Antonio, Tex.—Want prices on hollow tile for \$75,000 clinic.

**Tongue Switches, etc.**—Alabama State Docks Comrs., Wm. L. Silbert, Chrmn., State Office Bldg., Mobile, Ala.—Receives bids Nov. 1 to furnish and deliver 24 tongue switches with frogs and guard rails.

**Tractor, etc.**—Langford & Moreau, Ltd., 2415 Grace St., Chicago, Ill.—Wants tractor, etc., for development of 200 acre park, golf course, etc.

**Transit Sheds.**—Lake Worth Inlet Dist. Comrs., Geo. W. Goethals, Consnl. Engr., Room 915, Comeau Bldg., West Palm Beach, Fla.—Receives bids Oct. 28 for construction of two transit sheds, 66x622 ft. and 75x622 ft., at Lake Worth Terminal.

**Valves.**—See Water Works.

**Vaults.**—Bonsack & Pearce, 411 Olive St., St. Louis, Mo.—Want prices on vaults for bank and office building.

**Vaults.**—Forest Lawn Memorial Park, P. O. Box 845, Beaumont, Tex.—Wants prices on vaults.

**Vault Lights.**—Forest Lawn Memorial Park, P. O. Box 845, Beaumont, Tex.—Wants prices on vault lights.

**Ventilators.**—Geo. E. Markart, 519 S. Independence St., Sapulpa, Okla.—Wants prices on ventilators for \$33,000 Sunday school.

**Ventilators.**—Lee B. Harr, Johnson City, Tenn.—Wants prices on ventilators for apartment house.

**Ventilators.**—Edward E. Koontz, 256 Jefferson Ave., Moundsville, W. Va.—Wants prices on ventilators for \$23,000 apartment house.

**Ventilators.**—Dr. E. A. Stevens, Mayfield, Ky.—Wants prices on ventilators for \$20,000 residence.

**Ventilators.**—Herbert L. Cain, Grace Securities Bldg., Richmond, Va.—Wants prices on ventilators for \$15,000 church.

**Washboard.**—Statesville Cabinet Co., Statesville, N. C.—Wants to purchase the iron part that goes into the make-up of a washboard.

**Waterproofing Reservoir.**—U. S. Veterans Bureau, Arlington Bldg., Washington, D. C.—Receives bids Oct. 26 for waterproofing a reservoir at U. S. V. Hospital No. 86, Fort MacKenzie, Sheridan, Wyo.

**Water Works.**—M. J. West, Sec., South Buncombe Water and Watershed Dist., Asheville, N. C.—Receives bids Oct. 12 at office of Charles E. Waddell & Co., Engrs., Jackson Bldg., for materials and labor to construct water system; approximately 12,000 ft. of pipes of various size, fire hydrants, building meter chambers, gate valves, etc.

**Willowier.**—See Mattress-Making Machinery. **Wire.**—See Electrical Equipment.

**Wire Glass.**—Forest Lawn Memorial Park, P. O. Box 845, Beaumont, Tex.—Wants prices on wire glass.

**Wire Glass.**—Geo. E. Markart, 519 S. Independence St., Sapulpa, Okla.—Wants prices on wire glass for \$33,000 Sunday school.

**Wire Glass.**—L. L. Wrenn, Siler City, N. C.—Wants prices on wire glass for \$10,000 post office and mercantile building.

**Wire Glass.**—Herbert L. Cain, Grace Securities Bldg., Richmond, Va.—Wants prices on wire glass for \$15,000 church.

**Wire Glass.**—Rev. A. R. Beck, 402 N. Main Ave., Newton, N. C.—Wants prices on wire glass for \$25,000 church.

**Wood Wool Machinery.**—Chas. A. Jones, 1216 Huntsville Ave., Birmingham, Ala.—Wants to correspond with manufacturers of wood wool machinery.

**Woodworking Machinery.**—See Automobile Repair Shop Equipment.

**Woodworking Machine.**—The Antique Shop, Front Royal, Va.—Wants one woodworking machine, single phase motor attached (to use for sawing especially); second-hand equipment if in good condition.

## Trade Literature

### Sullivan Portable Hoist Booklet.

The Sullivan Machinery Company, Chicago, Ill., have issued Booklet No. 132, with the title "Handy Hoisting and Hauling," the purpose of which is to show the wide variety of applications of small portable hoists to a large variety of industries in different ways. Not only are they used for lifting, but for car pullers, dragline scrapers, etc.

### New Monarch Tractor Bulletin.

The new five-ton Monarch tractor built by the Monarch Tractors Corporation, Springfield, Ill., is comprehensively described with illustrations in an eight-page bulletin issued by the manufacturers. This has been developed to meet demand for a successful tractor in the medium power field. A synopsis of its characteristics appears on the second page of the bulletin and there are full particulars on other pages.

### Milwaukee Cranes and Hoists.

The Milwaukee Electric Crane & Manufacturing Corp., Milwaukee, Wis., have just issued a new catalogue describing the Milwaukee cranes and hoists. In compiling this book they have endeavored to give the crane buyer some useful information on electric traveling cranes and hoists in addition to narrating particulars concerning equipment. The publication is handsomely printed and illustrated. A number of the pictures show actual installations.

### Sterling Dolphin Engine Catalogue.

The Sterling Dolphin engines for motor craft of various dimensions are finely described and beautifully illustrated in an artistic catalogue published by the Sterling Engine Company, Buffalo, N. Y., which for more than 20 years has been building engines of ability and endurance. Each engine is shown; also pictures of motorboats for which each is adapted.

### De Laval Pumps for Waterworks.

The water-works pumping station of Jackson, Mich., is described in a leaflet by the De Laval Steam Turbine Company, Trenton, N. J. In this plant, which is representative of many others, small or medium size equipment installed some years ago has been outgrown by the community served, although the machinery is fairly efficient and still in good condition. However, due to the compact nature of turbine-driven centrifugal pumps, it is often possible to modernize such plants, obtaining higher efficiencies and increased capacity without increased investment for buildings and foundations. The modern apparatus is used for continuous "base-load" service, while the old apparatus is retained to help out on peak loads and in emergencies.

### New Westinghouse Sol-Lux Catalogue.

The new beautifully covered Westinghouse Sol-Lux Catalogue 47-B, just issued, contains a number of striking halftone illustrations made from unretouched photographs of actual installations of these units. In addition to these halftone illustrations there are several line cuts showing the mechanical features of the various lighting units. The Sol-Lux Luminaire is described in all its various types and the Sol-Lux Junior is also described. A feature of this publication is the announcement of two new lighting units, the Solaire and the Sol-Lux Windo Flood. This catalogue may be obtained from any office of the Westinghouse Electric and Manufacturing Company.

## MANUFACTURERS RECORD

## Manufacturers Record

## Whiting Corporation Bulletins.

Two new bulletins have been sent out by the Whiting Corporation (formerly Whiting Foundry Equipment Company), Harvey, Ill., a suburb of Chicago. One of them is a broadside about the company's electric drop-pit table, showing results obtained in actual use. It says that the two big savings accomplished are engine time and labor. The other publication, Bulletin No. 176, gives standard building clearances for the Whiting overhead traveling cranes. Illustrations and tabulated data containing full particulars are included.

## INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers, or subscribers, or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

## Engineering Announcement.

Edwin Wortham, Grace-American Building, Richmond, Va., has sent out cards announcing the association with him in general consulting engineering of K. S. Wingfield, formerly with Murray & Flood of New York.

## Sale at Norfolk Navy Yard.

A sale of Navy surplus and surveyed material is to take place at the Navy Yard, Norfolk, Va., on October 13, according to a formal announcement that appears elsewhere in this issue. The articles to be sold include large quantities of ferrous and non-ferrous metals, a locomotive, gun cotton, smokeless powder, boat and ship fittings, electric and radio material, hand and machine tools, etc. Further particulars will be found in the advertisement.

## Sale of Navy Surplus, etc., to Be Held.

Elsewhere in this issue formal announcement is made of an auction sale of Navy surplus and surveyed material that is to take place October 19 at the Naval Ordnance Plant, South Charleston, W. Va., and which will include ferrous metals, scrap copper, locomotive and other cranes, electrical material, pipe fittings, hardware, office equipment, tools, machinery and other articles. Further particulars will be found in the advertisement.

## Graybar Report on Florida Storm.

Telegraphic advices received at the New York executive offices of the Graybar Electric Company report practically no damage from the hurricane of last Friday to the company's three distributing branches in Florida. The Graybar Miami branch, which was directly in the path of the storm, reports only minor damage in the form of a slightly damaged roof and a few broken windows. Branches at Jacksonville and Tampa were untouched.

## Sherwin-Williams Co. at Charleston, S. C.

The Sherwin-Williams Company, manufacturers of paints, etc., Cleveland, Ohio, are putting in a new warehouse at Charleston, S. C. It is located at 267 Bay street, in the wholesale section and within two blocks of railroad freight stations and steamship docks. It is expected to be open about October 1. The company will have their own railroad siding. This warehouse is designed to take care of approximately 75 per cent of the company's trade in South Carolina; in fact, all of the trade there excepting the southwest section. Previous service from Richmond, Va., it is said, will be greatly improved by the addition of the Charleston warehouse.

## Two Buffalo Forge Publications.

Buffalo Baby Conoidal fans made by the Buffalo Forge Company of Buffalo, N. Y., are subjects of illustration and description in Catalogue No. 475 of that corporation. Thousands of these fans, it is noted, are in use all over the world for ventilating, exhausting, supplying draft to oil burners as well as for many other purposes. The company has also published a folder concerning the Buffalo electric blowers which are shown in several pictures.

## Branch at El Paso, Texas.

On September 10 the Chicago Pneumatic Tool Company established a sales and service branch at El Paso, Texas, its location being in the Mills Building. E. J. Coughlin will be in charge. This branch, it is remarked, will better serve the company's increasing clientele in southwestern Texas, New Mexico, eastern Arizona and northern Mexico.

## A Corporation for Business Development.

The Business Development Corporation, Electric Building, Richmond, Va., renders service to industries seeking establishment or expansion. Acting as agent for its clients, the organization conducts such investigations as may be necessary for complete statistical reports covering the particular needs of any enterprise. Through its engineering, designing, advertising, research and legal departments it handles all details. In addition to this the corporation specializes in the organization of partnerships and corporations in Virginia.

## Change of Manufacturers.

W. D. Mount, consulting mechanical and chemical engineer, 602 Peoples National Bank Building, Lynchburg, Va., has announced that on September 1 the Swenson Evaporator Company, a subsidiary of the Whiting Corporation, Harvey, Ill., took over the manufacture and sale in this country of his special line of apparatus and equipment heretofore manufactured and sold by the Glamorgan Pipe and Foundry Company. The same apparatus and equipment will be sold in Canada by the Canada Iron Foundries, Ltd., Montreal; and in England and on the Continent of Europe by the International Construction Company, Ltd., 56 Kingsway, London.

## Cost System for Lumber Trade.

The cost committee of the Georgia Retail Lumber and Millwork Association recently nominated the firm of Ibbetson, Leppard & Co., 1127-28 Candler Building, Atlanta, Ga., as official cost accountants for the association. H. G. McLean of that firm has just returned from Buffalo after conferring with the officers and the cost committee of the National Retail Lumber Dealers Association, at which time the appointment of his firm was ratified. This latter association has devised a cost system which, it is said, is being used by more than 1000 dealers throughout the country, who testify that it stops leaks and is simple and comprehensive. The annual convention of the Georgia association is to be held at the Henry Grady Hotel in Atlanta, November 4 and 5.

## Koppel Cars Ordered by Contractors.

The Koppel Industrial Car and Equipment Company, Koppel, Pa., have recently received orders as follows: 18 lift-door air-dump cars of 20 cubic yards capacity, from the Walton Construction Company, Roanoke, Va., and 10 lift-door air-dump cars of 30 cubic yards capacity, from Harry M. Waugh, Bluefield, W. Va., all of this equipment to be used on contracts with the Norfolk and Western Railway. It is stated that the new style of air-dump car which the Koppel works have developed within the last two years has proved very satisfactory to contractors and is heralded by many as the best type car for its work. In addition to the foregoing the Koppel works have received an order from W. W. Boxley Son & Co. of Roanoke for six lift-door air-dump cars of 20 cubic yards capacity for use in construction work with the Norfolk & Western Railway at Madison, North Carolina.

## Some Interesting Mechanical Equipment for Duke University.

More than 5½ tons of Number 10 gauge solid Monel Metal will be used in the kitchen, bakery and refrigerator equipment to be installed in the new Union Building, Duke University, Durham, N. C. A general description of the building program under way and projected at the university was published in the MANUFACTURERS RECORD of September 16. The George A. Fuller Company of Washington, D. C., has sublet this equipment contract to Lawrence Ellerbrock, Inc., of Baltimore, Md. The Monel metal is being furnished by the International Nickel Company of New York city. In keeping with the extensive building program of all departments of the university under construction, the culinary division has been given the most careful attention. All ranges, gas broilers and roasting ovens are to be of the Vulcan Hot-Top type construction, with solid Monel metal hoods. Tables, coffee urns and sinks are to be of the same material, as well as the two crescent automatic dishwashers. The Petersen Oven Company of Chicago, through Lawrence Ellerbrock, Inc., will furnish a bake oven, 13 by 15 feet, faced with white enameled brick. One ten-gallon brine ice-cream freezer will be supplied by the Emory Thompson Company of Baltimore. The refrigerators are being made of solid 10-gauge Monel metal, and there will be seven in all, ranging in size from 6 feet long, 3 feet deep and 3 feet high to 27 feet long, 14 feet deep and 12 feet high. These receptacles will amply take care of all meats, vegetables and dairy products. The Ellerbrock company also has the contract to equip ten faculty apartments at Duke University with Vulcan Hot-Top gas ranges and porcelain-lined See-gar refrigerators.



## Ready as Soon as Mixed

**B**RIXMENT—the mason's cement for brick, tile and stone masonry—is ready to mix as soon as delivered and ready to use as soon as mixed . . . . It is naturally so smooth and easy-working that no lime is necessary. This cuts out entirely lime beds, slaking and soaking—a substantial saving before a brick is laid . . . . In addition, contractors are reporting savings of \$1.50 to \$2.50 per thousand brick in laying time alone . . . . Add to this the other advantages and economies of BRIXMENT, and you can understand why more BRIXMENT is being used this year than in any previous year.

### Try BRIXMENT and Know

One part BRIXMENT mixed with three parts sand—either by hand or in your concrete mixer—makes the smoothest, fastest-working mortar that ever slid off a trowel . . . . BRIXMENT mortar requires less mortar color and will not fade the color used . . . . Stays easy-working on the mortar board longer and keeps your workers satisfied . . . . A few buildings laid in BRIXMENT: New York Times Annex, New York; Biltmore Hotel, Miami; Senior-Junior High School, Baltimore; Fisher Body Ohio Company Plant, Cleveland, etc.



### New York Mill Now Shipping BRIXMENT to All the East

To meet the constantly-increasing demand for BRIXMENT in the east, we have had to build another large-capacity mill at Brixment, N. Y. (formerly Akron Falls). This makes BRIXMENT easily available for every project in the eastern states . . . . Once you've tried BRIXMENT, you'll never go back to the old methods. If your dealer is not yet supplied, write for quotations direct. LOUISVILLE CEMENT CO., Incorporated, General Offices, Louisville, Ky.

Cement Manufacturers for Nearly a Century

# BRIXMENT *for* *Perfect Mortar*

## FINANCIAL NEWS

### Bond Issues Proposed

Ala., Pell City—Water Works—Town, F. B. Embry, Mayor, receives bids Oct. 4 for \$56,000 7% bonds.

Ark., Fayetteville—Sewer—City plans \$100,000 bond issue. Address City Clk.

Ark., Marianna—Bridge—Lee County Board of Commrs., Arkansas Bridge Dist. No. 2, R. L. Mixon, Chmn., receives bids at office of Daggett & Daggett, Attys., Oct. 5 for \$125,000 Dist. bonds.

Ark., North Little Rock, Little Rock—School—School Board of North Little Rock Special School Dist., J. F. Wills, Sec., receives bids Oct. 13 for \$75,000 to \$83,000 bonds.

Fla., Auburndale—City Hall—City, D. W. Thorp, Jr., Mgr., voted \$60,000 bonds.

Fla., Bartow—Road—Polk County Commrs., J. D. Raulerson, Clk., receives bids Oct. 5 for \$642,000 6% \$1000 denom. bonds.

Fla., Bartow—Road—Polk County Commrs., J. D. Raulerson, Clk., receives bids October 5 for \$554,000 \$1000 denom. bonds: \$150,000 6% Special Road and Bridge Dist. No. 10; \$75,000 5 1/2% Special Road and Bridge Dist. No. 11; \$72,000 6% Special Road and Bridge Dist. No. 12; \$50,000 6% and \$32,000 8% Special Road and Bridge Dist. No. 13; \$350,000 5 1/2% Special Road and Bridge Dist. No. 14; \$125,000 5 1/2% Special Road and Bridge Dist. No. 16; also \$80,000 6% \$1000 denom. road warrants.

Fla., Daytona Beach—Public Improvement—City Comm. will call election Nov. 9 on \$3,475,000 bonds; Burwell Thornton, City Atty. Lately noted election Nov. 2.

Fla., DeLand—School—Volusia County Board of Public Instruction receives bids Oct. 21 for \$7500 Emporia, Dist. No. 27, and \$30,000 Samsula Dist. bonds.

Fla., Flagler Beach—Town Commrs., Geo. Moody, Mayor, contemplates \$60,000 to \$100,000 bond election for free municipal fishing pier and water works.

Fla., Lake Jovita, Dade City—Municipal Improvement—Town plans \$165,000 bond issue: \$110,000 street, \$55,000 water works. Address Town Clerk.

Fla., Lake Worth—Street Improvement—City Comm. plans selling \$163,000 bonds; W. F. Hutschenreuter, Clk.

Fla., Monticello—Sidewalk—Town, E. S. Smith, Clk., receives bids Oct. 5 for \$10,000 6% \$500 denom. coupon bonds.

Fla., Oak Hill—School—Volusia County Board of Public Instruction, DeLand, will call election Oct. 19 on \$60,000 Oak Hill Dist. bonds.

Fla., Okeechobee—Road—Okeechobee County contemplates bond issue. Address County Commrs.

Fla., Orlando—Municipal Improvement—City, J. A. Stinson, Clk., receives bids Oct. 8 for \$580,000 5% bonds. Lately noted bids Sept. 22.

Fla., Ormond—Municipal Improvement—City voted \$105,000 bonds: \$55,000, street paving; \$30,000, water distribution system; \$5000, sewerage; \$15,000, improving street parkways. Address City Clerk.

Fla., Sanford—Road—Seminole County Commrs. will call election Oct. 5 on \$1,600,000 5% bonds.

Fla., Sarasota—Sarasota County Commrs., O. E. Roesch, County Clk., receives bids Oct. 4 for \$1,411,000 6% bonds; \$1,361,000 highway; \$50,000 courthouse.

Fla., Sebring—Municipal Improvement—City, Wm. E. Parrish, Mayor, voted \$235,000 bonds: \$50,000, street; \$60,000, erecting and equipping city hall; \$50,000, fire station; \$26,000, improve and extend water works; \$25,000, storm sewers; \$20,000, sanitary sewers; \$10,000, street lights.\*

Fla., West Palm Beach—Land Reclamation—City Comm. contemplates \$300,000 bond issue: Chas. W. Leabitt, City Planner, retained as special consultant.

Ky., Paducah—School—Arcadia School Dist. voted \$14,000 bonds. Address McCracken County Board of Public Instruction.\*

Ga., Thomasville—Paving—City plans selling \$90,000 bonds. Address City Clk.\*

La., Baton Rouge—Road—East Baton Rouge Parish Police Jury, F. A. Woods, Sec., receives bids Oct. 12 for \$22,000 6% Sub-Road Dist. No. 1 of Road Dist. No. 2, Third Ward bonds. Lately noted bids Sept. 14.\*

La., Covington—Road—St. Tammany Parish Police Jury, J. B. Howze, Pres., receives

bids Oct. 19 for \$100,000 6% \$1000 and \$500 denom. Sub-Road Dist. No. 2 bonds.

La., DeQuincy—Sewer—City contemplates \$100,000 to \$125,000 bond issue. Address City Clk.

La., Jonesville—School—E. W. Dayton, Dist. Pres., receives bids Oct. 5 for \$19,000 6%, \$500 denom. Catahoula Parish School Dist. bonds: \$10,000 School Dist. No. 9; \$9000 Dist. No. 11.

La., Lake Charles—Drainage—Comms. of Gravity Drainage Dist. No. 1, Calcasieu and Jefferson Davis Parishes, Geo. R. Storer, Sec., receive bids Oct. 4 for \$120,000 5 1/2% bonds.\*

Md., Berlin—Electric Light Plant Improvement—Town receives bids Oct. 4 for \$10,000 5% bonds. Address The Mayor.

Miss., Gulfport—Road-Bridge—Harrison County Board of Supvrs. receives bids Oct. 9 for \$654,000 bonds.

Miss., Jackson—Civic Improvement—City, Walter A. Scott, Mayor, contemplates \$1,000,000 bond election for schools, parks, water mains, sanitary sewers, etc.

Miss., Magnolia—School—Board of Aldermen receives bids Oct. 5 for \$30,000 bonds.

Miss., Natchez—School—City, John F. Jenkins, Clk., voted \$250,000 bonds.\*

Miss., Starkville—Road—Oktibbeha County Board of Supvrs. received high bid from First National Bank and Union Planters Bank, Memphis, at par, for \$200,000 5% bonds.\*

Miss., Vicksburg—Warren County Board of Supvrs. may issue \$200,000 bonds: \$150,000, road: \$50,000, bridges, culverts.

Mo., Campbell—Sewer—Town voted \$35,000 bonds. Address Town Clk.

Mo., Clarence—Water Works, Sewer—City votes Oct. 12 on \$140,000 bonds. Address City Clk.

Mo., Excelsior Springs—Land—City, H. G. Hopkins, Clk., defeated \$28,000 bonds.\*

Mo., Gallatin—Judgment Debt—Daviss County contemplates \$177,000 bond election. Address County Commrs.

Mo., Liberty—Bridge—City may vote Nov. 2 on \$1,350,000 bonds. Address City Clk.

N. C., Belmont—Municipal Improvement—Town, H. B. Gaston, Clk., receives bids Oct. 12 for \$200,000, 5 to 5 1/2% \$1000 denom. bonds: \$175,000, local improvement; \$25,000, water works.

N. C., Dallas—Electric Light—Town, J. P. Hoffman, Clk., receives bids Oct. 5 for \$15,000 6% \$1000 denom. bonds.

N. C., Hayesville—Water Works, Sewer—Town voted \$15,000 bonds. Address Town Clk.

N. C., Rocky Mount—School—George R. Edwards, Sec., Board of Directors, Rocky Mount Graded School Dist., receives bids Oct. 8 for \$350,000 6% \$1000 denom., coupon or registered bonds.\*

N. C., Siler City—Municipal Improvement—Town, J. C. Gregson, Clk., receives bids Oct. 6 for \$180,000 6% \$1000 denom. bonds: \$155,000 street improvement, \$25,000 water works.

N. C., Woodland—Sidewalk—Town Commrs., R. M. Griffin, Clk., receive bids Oct. 2 for \$15,000 6% \$1000 denom. bonds.

S. C., Columbia—Paving—City, L. B. Owens, Mayor, contemplates \$500,000 bond issue.\*

S. C., Conway—Water Works—Town, L. D. McGrath, Mayor, receives bids Oct. 5 for \$30,000 5 1/2% coupon bonds.

S. C., Dillon—School—J. C. Bethea, Chmn. Board of Trustees, Dillon County High School Dist. No. 2, receives bids Oct. 5 for \$65,000 5 1/2% and 5 1/4% bonds.

Tenn., Memphis—School Revenue—Shelby County Court, C. G. Gowen, Chmn., receives bids Oct. 7 for \$300,000 5% \$1000 denom. notes.

Tex., Brownsville—Road—Cameron County, Oscar C. Dancy, Judge, receives bids Nov. 15 for \$100,000 4 1/2% bonds.

Tex., Burnet—Road—Burnet County contemplates bond issue. Address County Commrs.

Tex., Galveston—Municipal Improvement—City, Jack E. Pearce, Mayor, receives bids Oct. 7 for \$400,000 bonds: \$200,000 street paving and \$200,000 sewerage.

Tex., Grapevine—Funding—City votes Oct. 5 on \$39,000 5 1/2% bonds. Address City Clk.

Tex., Houston—Road—Harris County, Comms.

Chester H. Bryan, County Judge, contemplates \$6,000,000 bond issue.

Tex., Houston—City, H. A. Giles, City Comptroller, plans selling several million dollars of bonds about middle of Dec.

Tex., Kingsville—Street—City, J. F. Goode, Mayor, will call election Oct. 11 on \$180,000 bonds.\*

Tex., Marfa—Municipal Improvement—City, Catherine Duckworth, Sec., voted \$114,000 bonds: \$50,000, water works; \$64,000, sewer; Municipal Engineering Co., 1107 Athletic Club Bldg., Dallas.\*

Tex., Rockwall—Paving—City, W. A. Dumas, Mayor, will call election soon on \$50,000 bonds.

Tex., Sebastian—School—Sebastian School Dist., J. H. Proffit, Clk., receives bids about Oct. 5 for \$30,000 bonds.

Tex., Waco—School—Highland School Dist. voted \$24,000 bonds. Address Pres. Board of Trustees.

Va., Hopewell—Road, Bridge—City, Roy S. Braden, City Mgr., will call election Oct. 12 on \$100,000 bonds, city's part toward building road and 2 bridges to shorten route from Richmond to Norfolk.

Va., Richmond—Water Works, Sewer—Henrico County Court, Westhampton Section, may vote Nov. 2 on about \$400,000 bonds; R. Carter Scott, County Judge.

### Bond Issues Sold

Ala., Good Water—Water Works—Town, W. R. Dean, Mayor, sold \$20,000 bonds to J. B. McCrary Engineering Corp., Atlanta, Ga., at 97.50.\*

Fla., Gulfport—Municipal Improvement—Town, W. W. Swift, Sr. Clk., sold \$196,000 6% bonds; \$21,000 incinerator, Nye Odorless Crematory Co., Macon, at par; \$120,000 water works and \$50,000 town hall bonds to George C. Pierce Co., Jacksonville, at 97; also to George C. Pierce Co., 350,000 6% street improvement coupon bonds at 95.\*

Fla., Inverness—Paving Assessment—City sold \$180,000 6% bonds, jointly, to Brown-Crummer Co., Wichita, Kansas, and Provident Savings Bank, Cincinnati, Ohio, at 95.

Fla., La Belle—Channel—Directors of Caloosahatchee Improvement Dist. sold \$500,000 bonds to Canal Construction Co., Chicago, at 95.

Ga., Lagrange—City Hall, Jail—City, Mayor Hunter, sold \$50,000 bonds to Trust Co. of Georgia, Atlanta, at \$52,675.

La., Winnfield—School—Winn Parish School Board, D. E. Sikes, Sec., sold \$35,000 5% Dodson School Dist. bonds to L. E. French & Co., Alexandria, at par, plus accrued interest and bonus of \$25.\*

Miss., Longview—Oktibbeha County Board of Supvrs., Starkville, sold \$10,000 Longview Consolidated School Dist. bonds to Meridian Finance Corp.\*

N. C., Asheboro—Municipal Improvement—Town sold \$309,000 5 1/2% coupon bonds to Ryan, Sutherland & Co. and A. T. Bell, both Toledo, Ohio, at premium of \$808.\*

N. C., Asheville—Road, Bridge—Buncombe County Commrs. sold \$700,000 notes to Hanover National Bank of New York.

N. C., Mebane—Water Works, Sewer—Town Commrs., M. Alice Fowler, Clk., sold \$20,000 bonds to Bohmer-Reinhart Co., Cincinnati, Ohio, at premium of \$700.\*

S. C., Newberry—School—Board of Trustees, Newberry School Dist. No. 1, J. Y. McFall, Clk., sold \$211,000 5% bonds to Kauffman, Smith & Co., St. Louis, Mo., at \$216,950 and accrued interest.

Tex., Breckenridge—Road—Stephens County Commrs. Court sold \$200,000 bonds to C. Edgar Honnold, Oklahoma City, Okla., at par.

Tex., Putnam—Water Works—City sold \$36,000 6%, \$1000 denom. bonds to H. C. Burt & Co., Austin, at par.

W. Va., Charleston—Road—State Road Comm. sold \$1,000,000 bonds to State Sinking Fund Comm.

### Building and Loan Associations

Ala., Opelika—W. T. Andrews, M. M. McCall, N. P. Renfro interested in organizing building and loan association.

Ky., Paris—Peoples Building & Loan Ass. (Continued on page 122)

## First Mortgage Financing

The First National Company, since 1909, has been making first mortgage loans upon income producing real estate in the larger cities of the South in amounts ranging upward from \$50,000. During this time it has financed many of the outstanding office and institutional buildings in this territory, a few of which are shown on this page.

A good percentage of these loans have been construction projects in which we have given expert counsel from the early stages of the preliminary plans, through all disbursements, to the final occupancy and rental of buildings. The experience so gained is of inestimable worth to those who are considering the financing of construction projects, or who wish to secure loans upon improved real estate.

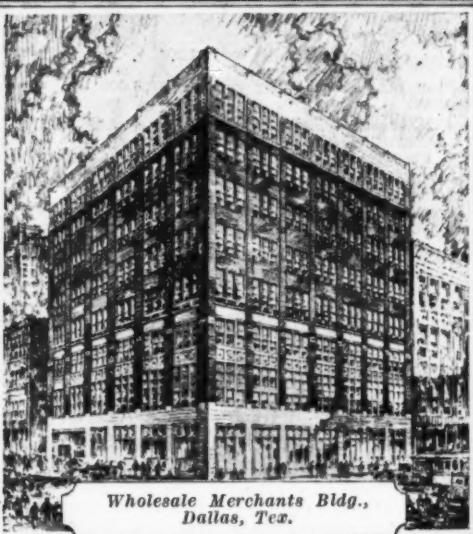
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Memphis, Tenn.



Wholesale Merchants Bldg.,  
Dallas, Tex.



Board of Trade Bldg.,  
Kansas City, Mo.



Abraham Lincoln Hotel,  
Springfield, Ill.



Biltmore Apartments,  
Seattle, Wash.

## FINANCIAL NEWS

(Continued from page 120)

sociation plans increasing capital, \$750,000 to \$1,000,000.

S. C., Laurens—Palmetto Building & Loan Assn., capital \$50,000, incorporated; L. G. Balle, Pres.; L. C. Barksdale, V. P. and Sec.

Tenn., Chattanooga—Volunteer State Building & Loan Assn., J. Kent Boyd, Pres., 512-13 James Bldg., contemplates increasing capital \$200,000 to \$3,000,000.

Va., Danville—Atlantic Mutual Building & Loan Assn., capital \$50,000 to \$5,000,000, incorporated; F. W. Townes, Pres., 635 E. Main St.

### New Financial Corporations

Ala., Anderson—Farmers' Bank, chartered; W. R. Howard, Pres.; Wyley Hamilton, Cashier.

Ala., Fort Payne—Farmers and Merchants Bank, capital \$50,000, chartered; A. M. Grimsley, Pres.; B. J. Bailey, Cashier.

Ark., Harrison—Citizens Investment Co., capital \$100,000, incorporated; A. T. Hudspeth, Pres.; C. C. Alexander, Sec-Treas.

Fla., Inverness—Citrus County Bank of Inverness, J. M. Harvey, Pres., increased capital \$15,000 to \$50,000.

Ga., Brunswick—Coastal Investment Co., capital \$10,000, incorporated; S. K. Brown, A. Rothchild.

Ga., Montezuma—Montezuma Banking Co., capital \$50,000, organized; Jule Felton, Pres.; George Chastain, Cashier.

Ky., Louisville—Franklin Bond & Mortgage Co., Starks Bldg., plans increasing capital \$250,000 to \$300,000.

Md., Baltimore—Commercial Service & Finance Co., Knickerbocker Bldg., capital \$500,000, incorporated; George T. Crum.

Md., Baltimore—Security Investment Co., Philadelphia Road and Eighth St., capital \$100,000; W. Carroll Leonhardt.

Mo., St. Louis—Oxford Securities, Inc., incorporated; Sam B. Jeffries, Central Bank Bldg.

N. C., Durham—Bankers' Securities Corp., chartered; W. S. Lockhart, First Natl. Bank Bldg.

N. C., Leaksville—Leaksville Securities Co., capital \$120,000, chartered; E. D. Picher, Spr.; C. N. Wall, Leaksville.

N. C., North Wilkesboro—Wilkes Industrial Bank, capital \$100,000, chartered; R. W. Gwyn, P. W. Eshelman.

S. C., Laurens—Farmers' National Bank, capital \$50,000, reorganized; J. Y. Bryson, Pres., Enoree; Joseph N. Nabors, Cashier.

Tenn., Memphis—Franklin Bond & Mortgage Co., capital \$200,000, incorporated; Wm. White, 25 S. Second St.

Tenn., Nashville—National Trust & Mort-

gage Co., capital \$250,000, organized; W. G. Schamberger, W. P. Schrock.

Tenn., Rockwood—Union Trust Co., capital \$15,000, organized; Wm. Ensminger, Polk Tarwater.

Tex., Houston—Reinhart Morris Brokerage Co., capital \$30,000, incorporated; E. T. Reinhart, 5400 Caroline St.

Tex., San Antonio—Texas Livestock Loan & Commission Co., capital \$1,250,000, organized; Z. D. Bonner, Pres., 315 W. Agarita St.

Bank of St. Bernard, Andrew Fitzpatrick, Pres., Bernard, La., plans changing name to St. Bernard Bank & Trust Co.; will establish branch on St. Claude Ave., between Angela and Mele St.

City Savings Bank, Gay and High Sts., Baltimore, Md., has elected Lewis C. Rice as president, to succeed late J. Krebs Rusk, Jr.; A. Clarence Dietrich succeeds Mr. Rice as vice-president.

The First National Corporation of Tampa, Fla., has issued a finely illustrated pamphlet concerning its 7 per cent bonds, which, it is stated, are secured by first mortgages placed with the First National Bank of Tampa as trustee. The bonds are in denominations of \$500 and \$1,000, respectively. The book contains many handsome pictures of Tampa and vicinity.

### Co-operative Associations Studied As Part of New Federal Program.

The detailed analysis of individual co-operative marketing associations has been undertaken by the Department of Agriculture as part of the research program of the recently created Division of Co-operative Marketing. The work contemplates studies of the organic "set-up," operating policies and practices, membership relations and selling programs of individual associations for the benefit of all associations in the same commodity group.

The first of a series of such studies, that of the Staple Cotton Co-operative Association at Greenwood, Miss., has been completed and a printed detailed report issued by the department. The report is an exhaustive analysis of all phases of the business operations of the association, including costs of operation, price and sales policy, warehousing practices, standard grades and other activities essential to the conduct of a co-operative marketing association.

The Staple Cotton Co-operative Association, which began business in 1921, is a non-stock, non-profit organization of the so-called centralized type, whose working capital is provided by withholding from distribution to members a small amount of the money received from sales, with a five-year marketing contract, running from the member to the central organization without any intervening local organization. The association has no local units, but it does have branch offices which perform some of the functions that local units usually take over.

The analysis of the association has been printed by the department in a 57-page publication entitled Department Circular No. 397-C, "Farmers' Co-operative Business Study—The Staple Cotton Co-operative Association," copies of which may be obtained free, as long as the supply lasts, upon request to the Department of Agriculture, Washington.

### Contract for \$328,000 School Building.

Knoxville, Tenn.—General contract has been awarded by the city of Knoxville to J. E. and W. A. Gervin, Knoxville, at \$328,000 for the erection of a junior high-school building in Park City. The structure will be 226 by 185 feet, two stories and basement, of fireproof construction, with concrete foundation and floors and composition roof. Baumann & Baumann of this city are the architects.

### New Orleans Sells \$1,199,700 Paving Certificates.

New Orleans, La.—Paving certificates in the amount of \$1,199,700 have been sold by the commission council of this city to a group of New Orleans banks, including the Whitney Central Trust and Savings Bank, Canal-Commercial Trust and Savings Bank, Marine Bank and Trust Company and the Interstate Trust and Banking Company. The syndicate submitted a bid of \$1,084,371 and accrued interest for an issue of \$1,086,000 of permanent paving certificates and \$113,529 for an issue of \$113,700 of temporary certificates.

### Bank Considering \$1,000,000 Building.

Chattanooga, Tenn.—As part of a general development program in south Chattanooga, the Hamilton Trust and Savings Bank is considering the erection of an eight or ten story office building at Main and Market streets, to cost \$1,000,000. The bank owns a site of 110 by 60 feet at this location and plans to erect a structure commensurate with the needs of this rapidly growing section of the city.

### Architect for Beaumont Bank Building.

Beaumont, Texas.—J. Rushton Bailey of Houston has been commissioned by the American National Bank of this city to prepare plans for its new bank and office building to be erected on Orleans street, near Crockett street. The structure will be 10 stories, 50 by 140 feet, of reinforced concrete, brick and stone. Ed Stedman is chairman of the building committee.

### Convention of the Mississippi Valley Association.

The eighth annual convention of the Mississippi Valley Association will be held at Hotel Statler, St. Louis, Mo., on Monday and Tuesday, November 22 and 23. James E. Smith is president of the association, which maintains executive offices in the Chamber of Commerce Building at 511 Locust street, St. Louis.

Plans are being prepared by the Gilbert C. White Company, consulting engineers, Durham, N. C., for a filter plant of approximately 1,000,000 gallons for the town of Mount Airy, N. C. John Banner is chairman of the Water and Light Commission.



## Type L Full-Diesel Engine

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The range of speeds and sizes of the Foos Type L covers practically all requirements of the mobile and semi-mobile engine-drawn machinery field. It is a compact, high-speed, light weight, closely governed two to eight cylinder engine of long wearing construction and conservative design and dependable operation.

The new Foos Full-Diesel Engine combines all the advantages of gas engines over steam with marked fuel cost reduction and heavier duty. And for stationary installations, it reduces the cost of the machinery with which it is used by lifting the speed limitations of generators, pumps, etc.

For exceptional economy in operation and low first cost, write Foos for full information about this truly remarkable development in Diesel engines.

[ For 39 Years Manufacturers of  
High Quality Internal Combustion  
Engines Exclusively. Types For  
All Gas and Liquid Fuels. ]

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IT WILL PAY TO MAKE ADVERTISEMENTS  
CLEAR, INTERESTING AND COMPREHENSIVE

—Manufacturers Record, Baltimore, Md.

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Unusual facilities and the national scope of our organization places us in an extremely favorable position to render an effective and comprehensive financing service to responsible corporations. Correspondence from reputable concerns contemplating the flotation of Security Issues is invited and will be given careful attention and consideration.

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## REPORT ON GERMAN POTASH MINES.

### Of the German Plants Over Two-Thirds Have Suspended Operations.

Austin, Texas, September 27—[Special.]—In a report to the Board of Regents of the University of Texas of his recent investigations of potash mines of Germany, France and Spain, Dr. E. H. Sellards, associate director of the Bureau of Economic Geology of the university, calls attention to the fact that more than two-thirds of these mining plants in Germany have suspended operations. Only between 60 and 70 of the 200-odd plants are now running, and these under Government control, each with a given quota of potash production. The manner of occurrence of potash in Europe is very similar to that which has so far been found in Texas, according to Dr. Sellards, who says:

"The potash requirements of the United States at the present time are about 225,000 tons potassium oxide per annum, valued at \$14,000,000. In contrast to these requirements potash production in the United States from all miscellaneous sources amounts to no more than 20,000 or 25,000 tons. The annual importation into the United States, therefore, approximates 200,000 tons of potash, valued at about \$13,500,000.

"Extensive mining of potash minerals is carried on at present only in Germany and France, although one mine is operating in Poland, and in Spain production on a commercial basis has been initiated during the past year. These four countries supply about 97 per cent of the world's potash. I visited the mines of these countries in May, June and July of this year.

"The purpose of observations made in Europe was to compare conditions of occurrence of production in these countries with the known occurrences in Texas to serve as a basis for subsequent further study of the Texas deposits.

"There is a close relationship in the manner of occurrence of the potash of Europe, especially of Germany, with that of Texas. The German potash is found associated with salt beds occupying the site of a former extensive sea, the salt having been deposited as a result of the drying up of this sea during Permian time. Contemporaneous in time with the German salt sea a large similar sea existed in western Texas and adjacent regions, which, through desiccation, likewise formed extensive salt beds, and in these salt beds potash has been found. In parts of the German region the potash occurs in relatively undisturbed stratified formations. Texas potash is found in stratified deposits which have undergone no great disturbance. Under the north German plains the salt, and with it the associated potash, occurs in salt domes. In the Gulf coast of Texas there are likewise salt domes, in one of which a trace of potash has been found. The potash of France, Poland and Spain is likewise associated with salt. The relation between the manner of occurrence of the salt beds of Germany and of Texas is such as to indicate the probability of beds of potash of commercial value in Texas. The French deposits lie in strata that are but slightly folded, while the Spanish potash is found in salt domes.

"The German potash industry is now carrying an excessive investment charge, due to the fact that in the course of the development of the potash industry in Germany more than 200 mining plants have been established. With the present Governmental regulation of the industry the world supply of potash can be most economically obtained by operating no more than about one-third of this number of plants, and for this reason the German Government has provided for the voluntary or involuntary closing of approximately two-thirds of the plants. Under Government control each plant is allowed a given quota of production, and if the plant ceases operation, voluntarily or involuntarily,

the production quota for that particular plant may be taken over by another of the same company or may be sold. The plants closed have for the most part done so voluntarily, the sale value of the quota equalizing the profit obtainable by operating. In this way 60 or 70 operating plants are now carrying the investment load of more than 200 plants.

"The method of mining potash in Europe is universally by shaft, driveway and dry mining. The depths from which production is obtained varies from 1000 to 3800 feet. In the Texas regions similar depths of salt beds and similar mining conditions may be expected. Galleries and rooms excavated in mining are subsequently filled by the waste products of the mine in order to prevent caving. In the construction of chambers, as a rule pillars of potash are left as supports. However, in the French mines all of the potash is removed, the space being filled as the mining proceeds.

"The manufacturing processes are simple. To a limited extent the higher grade minerals, including kainite and a part of the sylvite, are merely ground and shipped without further treatment. The greater part of the minerals mined, however, go through a manufacturing process. In general, this process depends upon the fact that the potash minerals are more soluble in hot water and less in cold water than are the associated minerals, particularly salt. Accordingly, the mineral, after being taken from the mine and crushed, is treated for a short time with hot water, temperature about 100 centigrade, which takes the potash mineral into solution. Afterward the water is allowed to stand, and upon becoming cold the potash minerals are dropped out of solution. Hot, salty water is used, thus reducing the amount of salt taken into solution. The same water is used over and over again.

"Potassium is an essential ingredient of fertilizers and necessarily will be more and more used as the new and virgin soils are depleted. At present the world requirements of potassium in the form of potash somewhat exceed 1,000,000 tons per annum."

### Accept Plans for \$1,000,000 Shrine Mosque.

Atlanta, Ga.—Plans prepared by Marye, Alger & Alger of this city have been accepted by Yaarab Temple for the proposed \$1,000,000 Shrine mosque to be erected at Peachtree and Kimball streets. The building will be of reinforced concrete and steel, have brick and stone exterior and stucco and colored tile interior walls. A feature of the exterior will be the arrangement of stairs of Oriental terrace construction and serving as a fire escape. The building will contain a large auditorium, banquet hall to seat 1000, lounge and club-rooms, offices, large store on Peachtree street and several shops.

The stage of the auditorium will be 60 feet deep, with a proscenium width of 120 feet, to accommodate special functions of the Shrine. Selection of the architects was made by a jury composed of Edward L. Tilton, New York, chairman; William T. Warren of the firm of Warren, Knight & Davis, architects, of Birmingham, and J. S. Shaw, contractor, of Atlanta.

### Preparing Plans for \$850,000 Hospital.

San Antonio, Texas.—Plans and specifications are now being prepared for the proposed new hospital to be erected on Richmond avenue, this city, by the Physicians' and Surgeons' Hospital Corporation, of which John H. Cunningham is president. The structure will be fireproof, 300 by 150 feet, five stories, of stone or brick, with reinforced concrete foundation, tile roof and oak, tile and composition floors. The cost will approximate \$750,000 for the building and \$100,000 for furnishings and equipment. Phelps & Dewees of San Antonio are the architects.

WE extend the facilities of our organization to those desiring information or reports on companies with which we are identified.

### Electric Bond and Share Company

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### MANUFACTURERS RECORD

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Inquiries invited from municipalities and contractors. We buy city, county, district, school, road, lighting, water works and other municipal issues.

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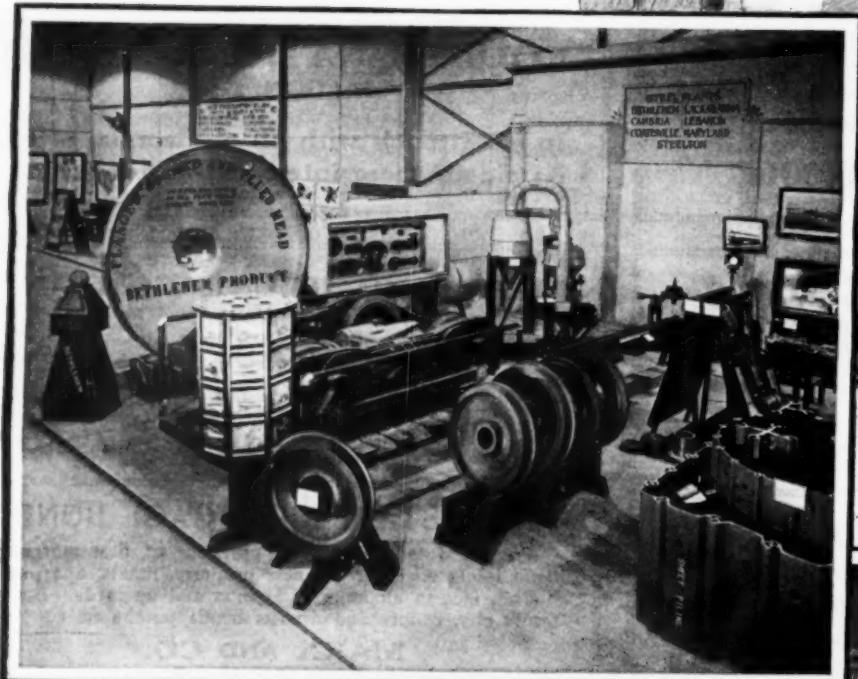
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# BETHLEHEM

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Our display includes not only a great diversity of rolled steel products but also examples of various types of special machinery and equipment manufactured by Bethlehem, as well as photographic views of manufacturing operations and processes.

A visit to our exhibit offers a fine opportunity to obtain a definite idea of the great variety of products manufactured by Bethlehem Steel Corporation. Our representatives will take pleasure in giving you any information desired.

BETHLEHEM STEEL COMPANY

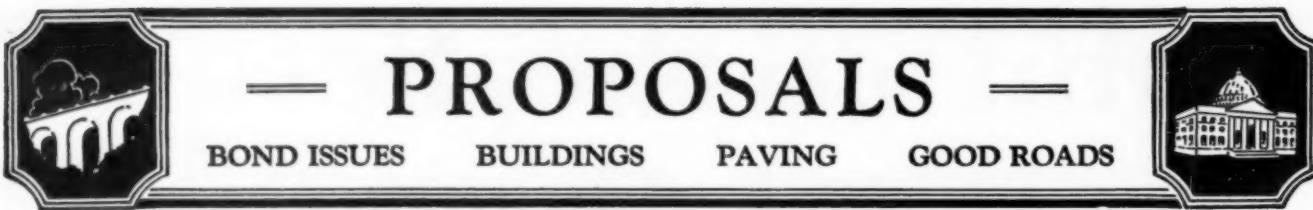
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Bethlehem Steel Export Corporation, 25 Broadway, New York City  
*Sole Exporter of our Commercial Products*

# BETHLEHEM



Bids close October 15, 1926.

TREASURY DEPARTMENT, Office of the Supervising Architect, Washington, D. C., September 24, 1926. SEALED PROPOSALS will be opened in this office at 3 P. M. October 15, 1926, for extension of wharf, dredging, etc., at the United States Quarantine Station, Marcus Hook, Pa. Drawings and specifications may be obtained from the Medical Officer in charge of the station or at this office, in the discretion of the Supervising Architect. Jas. A. Wetmore, Acting Supervising Architect.

Bids close October 11, 1926.

TREASURY DEPARTMENT, Office of the Supervising Architect, Washington, D. C., Sept. 20, 1926. SEALED PROPOSALS will be opened in this office at 3 P. M. Oct. 11, 1926, for remodeling and enlarging the United States Post Office and Custom House at St. Augustine, Fla. Drawings and specifications may be obtained from the Custodian of the building or at this office, in the discretion of the Supervising Architect. Jas. A. Wetmore, Acting Supervising Architect.

Bids close October 18, 1926.

### \$31,500 6% Improvement Bonds

Bonifay, Fla.

Notice is hereby given that the City of Bonifay, Florida, will receive sealed bids for an issue of \$31,500 of improvement bonds of said city up to noon on the 18th day of October, 1926.

Said bonds are being issued to finance sidewalk construction and are based on certificates of indebtedness issued against the benefited property. Said bonds shall be dated September 1, 1926, bearing interest at 6 per cent per annum, payable semi-annually, and one-tenth of the issue matures each year commencing one year after date.

Certified check for 5 per cent of each bid, payable to the City of Bonifay, shall accompany same as an evidence of good faith, which shall be returned to the bidder in the event his bid is rejected. All bids shall be mailed or delivered to the undersigned at Bonifay, Florida.

The City reserves the right to reject any and all bids.

K. D. ROOKS, City Clerk.

Bids close October 18, 1926.

### \$65,000 6% Bonds

SEALED PROPOSALS OR BIDS for \$65,000 of serial bonds of the Town of Havana, in the County of Gadsden and State of Florida, will be received in the office of the Town Clerk of Havana, Florida, until 11 o'clock A. M., central standard time, on Monday, October 18, 1926, at which time and place the bids will be publicly opened and read aloud by the Town Council of the Town of Havana, Florida.

Said bonds are in the denominations of \$1000 each, dated July 1, 1926, and bearing interest at the rate of 6% per annum, payable semi-annually, and due and payable as follows:

\$1000 on the first day of July in each of the years 1931 to 1935, inclusive; \$2000 on the first day of July in each of the years 1936 to 1940, inclusive; \$4000 on the first day of July in each of the years 1941 to 1945, inclusive; \$6000 on the first day of July in each of the years 1946 to 1950, inclusive.

These bonds have been validated by the decree of the Circuit Court, and opinion of Caldwell & Raymond of New York City approving the validity of said bonds will be delivered to the purchaser free of charge.

Further information for bidders may be obtained from the Town Clerk of Havana, Florida.

A properly certified check for \$3250 will be required with each bid. Checks of unsuccessful bidders will be promptly returned. The Town Council reserves the right to reject any or all bids, and to accept any bid they may deem to be for the best interest of the town.

J. H. TURNER,

Town Clerk of the Town of Havana, Fla.

RATE: 35 cents per line per insertion.

PUBLICATION DAY: Thursday.

FORMS CLOSE: 4 P. M. Monday.

DAY LETTER: When too late to send copy by mail to reach us by 4 P. M. Monday, forward by day letter.

### THE DAILY BULLETIN OF THE MANUFACTURERS RECORD

Published every business day; gives information about the industrial, commercial and financial activities of the South and Southwest.

The Daily Bulletin can be used to advantage when copy cannot reach us in time for publication in the Manufacturers Record before bids are to be opened, or when daily publications are necessary to meet legal requirements.

The same rate applies—35 cents per line per insertion.

Bids close October 7, 1926.

### \$400,000 5% Sewerage and Paving Bonds

Galveston, Tex.

The undersigned will receive until 10 o'clock A. M. Thursday,

OCTOBER 7, 1926,

written bids for the purchase of either or both of two series of bonds, to wit:

1. A SERIES OF COUPON SERIAL BONDS OF THE CITY OF GALVESTON, TEXAS, DESIGNATED AS "CITY OF GALVESTON SEWERAGE BONDS OF 1925," in the total amount of two hundred thousand dollars (\$200,000), bearing the date June 1, 1926, each in the principal sum of one thousand dollars (\$1000), and bearing interest at the rate of five per cent per annum from date, payable semi-annually in accordance with the terms of interest coupons attached, both principal and interest being payable at the office of the City Treasurer in Galveston, Texas, or at the National City Bank, in the City of New York, at the option of the holder, such bonds being numbered from 1 to 200, inclusive, and are to mature serially in numerical order as follows: \$5000 on June 1 in each of the years 1927 to 1930, both inclusive; \$6000 on June 1 in each of the years 1931 to 1934, both inclusive; \$7000 on June 1 in each of the years 1935 to 1937, both inclusive; \$8000 on June 1, 1938 and 1939; \$9000 on June 1 in the years 1940 to 1942, both inclusive; \$10,000 on June 1, 1943 and 1944; \$11,000 on June 1, 1945 and 1946; \$12,000 on June 1, 1947; \$13,000 on June 1, 1948 and 1949, and \$12,000 on June 1, 1950.

2. A SERIES OF COUPON SERIAL BONDS OF THE CITY OF GALVESTON, TEXAS, TO BE DESIGNATED AS "CITY OF GALVESTON PAVING BONDS OF 1926," in the total amount of two hundred thousand dollars (\$200,000) each, to bear the date October 1, 1926, and to be in the principal sum of one thousand dollars (\$1000), and to bear interest from date at the rate of five per cent per annum, payable semi-annually in accordance with the terms of interest coupons attached, both principal and interest to be payable at the office of the City Treasurer in Galveston, Texas, or at the National City Bank in the City of New York, at the option of the holder, such bonds to be numbered from 1 to 200 and to mature serially on the first day of October in each of the years below named, the numbers stated to mature in each year being in each instance both inclusive: 1 to 4, 1927; 5 to 8, 1928; 9 to 12, 1929; 13 to 16, 1930; 17 to 20, 1931; 21 to 24, 1932; 25 to 29, 1933; 30 to 34, 1934; 35 to 39, 1935; 40 to 44, 1936; 45 to 50, 1937; 51 to 56, 1938; 57 to 62, 1939; 63 to 68, 1940; 69 to 75, 1941; 76 to 82, 1942; 83 to 90, 1943; 91 to 98, 1944; 99 to 106, 1945; 107 to 114, 1946; 115 to 122, 1947; 123 to 132, 1948; 133 to 142, 1949; 143 to 152, 1950; 153 to 162, 1951; 163 to 174, 1952; 175 to 186, 1953; 187 to 198, 1954, and 199 to 200, 1955.

Both of the series are offered for sale and

bids therefor solicited, subject to any and all restrictions placed upon the sale of same by the laws of the State of Texas, and all bids shall be made upon the understanding and condition that the bonds before delivery thereof to the purchaser of same shall be approved by the Attorney General of the State of Texas and registered by the Comptroller of such State, and the validity of the bonds and the sale or sales of same shall be approved by Thomson, Wood & Hoffman, attorneys, of New York City, whose opinion shall be conclusive, and shall be furnished by the City of Galveston.

Bids will be received for the two series as a whole or for each series separately, and each bid must be accompanied by a certified check in a sum equal to two per cent of the total amount bid as a guaranty of purchase, all checks to be made payable to the City of Galveston, and the amount payable on the check of any bidder who, upon acceptance of his bid, shall fail or refuse to comply therewith shall be forfeited and collected by the said city for and as agreed liquidated damages for the non-performance of such bid.

The Board of Commissioners of the City of Galveston expressly reserves the right to reject any and all bids and to waive any informalities in any bid, and to accept such bid or bids as it in its discretion may deem best.

All bids must be enclosed in a sealed envelope, addressed to Anne C. Kelley, City Secretary, Galveston, Texas, and marked "Bid for Bonds of City of Galveston."

The bids will be opened and considered by the Board of Commissioners of the City of Galveston at the Council Chamber in the City Hall at the regular meeting of the Board to be held at 10 o'clock A. M. on Thursday, October 7, 1926, or at such other meeting thereafter, regular or called, to which the same may be postponed.

Any further information desired may be obtained from Hon. S. L. McCarthy, Commissioner of Finance and Revenue, Galveston, Texas.

Published by order of the Board of Commissioners of the City of Galveston, Texas.

ANNE C. KELLEY,  
Secretary of the Board of Commissioners  
of the City of Galveston.

Bids close October 4, 1926.

### \$1,411,000 6% Gold Bonds

Sealed bids will be received until 2.30 P. M. October 4, 1926, for the following bonds of Sarasota County, Florida:

\$1,361,000 Highway Bonds, dated May 1, 1926, maturing annually May 1; \$28,000 in 1931, \$30,000 in 1932 and 1933, \$32,000 in 1934, \$33,000 in 1935, \$29,000 in 1936, \$27,000 in 1937, \$34,000 in 1938, \$40,000 in 1939, \$41,000 in 1940, \$36,000 in 1941, \$40,000 in 1942, \$46,000 in 1943, \$54,000 in 1944, \$40,000 in 1945, \$49,000 in 1946, \$61,000 in 1947, \$63,000 in 1948, \$58,000 in 1949, \$66,000 in 1950, \$72,000 in 1951, \$84,000 in 1952, \$77,000 in 1953, \$87,000 in 1954, \$98,000 in 1955 and \$106,000 in 1956.

\$50,000 Courthouse Bonds, dated February 1, 1926, maturing August 1, \$25,000 in 1956 and 1957.

At the same time sealed bids will be received for \$680,000 of said Highway Bonds.

Principal and semi-annual interest at 6% per annum, payable in New York in gold; registrable as to principal; general county obligations; unlimited tax.

Legal opinion of Chester B. Masslich, Esq. Certification of bonds by United States Mortgage & Trust Company, New York City.

All bids must be on a printed form which, with other information as to the county, the bonds and the conditions of bidding, will be furnished by said Trust Company or the undersigned. The right to reject any and all bids is reserved.

O. E. ROESCH,  
Clerk Board of County Commissioners,  
Sarasota, Florida.

Bids close October 1, 1926.

TREASURY DEPARTMENT, Office of the Supervising Architect, Washington, D. C., September 9, 1926. SEALED PROPOSALS will be opened in this office at 3 P. M. October 1, 1926, for new breakwater at the United States Government Quarantine Station, Charleston, S. C. Drawings and specifications may be obtained from the Medical Officer in Charge of the Station or at this office, in the discretion of the Supervising Architect. Jas. A. Wetmore, Acting Supervising Architect.

Bids close October 5, 1926.

## Bridge

DEPARTMENT OF PUBLIC WORKS  
STATE OF MARYLAND  
STATE ROADS COMMISSION  
NOTICE TO CONTRACTOR

Baltimore, Md.

SEALED PROPOSALS for building a bridge as follows: Baltimore City, Contract BC-59—Erection of a steel and concrete girder bridge over Baker street, carrying the tracks of the Western Maryland Railroad Company. The bridge will consist of three spans, with the necessary sub and superstructures, together with removal of old bridge, maintenance of railroad traffic, etc. Clear distance abutment to abutment on building line is 66 ft. 0 in., with two steel bents at curb lines.

Will be received by the State Roads Commission at its offices, 601 Garrett Building, Baltimore, Maryland, until 12 M. on the 5th day of October, 1926, at which time and place they will be publicly opened and read.

Bids must be made upon the blank proposal form, which, with specifications and plans, will be furnished by the Commission upon application and cash payment of \$1.00, as hereafter no charges will be permitted.

No bids will be received unless accompanied by a certified check for the sum of Five Hundred (\$500) Dollars, payable to the State Roads Commission.

The successful bidder will be required to give bond and comply with the Acts of the General Assembly of Maryland respecting contracts.

The Commission reserves the right to reject any and all bids.

By order of the State Roads Commission this 14th day of September, 1926.

JOHN N. MACKALL, Chairman.  
L. H. STEUART, Secretary.

Bids close October 5, 1926.

## Street Paving

Bradenton, Fla.

Sealed proposals addressed to City of Bradenton, care R. K. Van Camp, Commissioner Public Works, Bradenton, Florida, and marked "Sealed Proposals" will be received until 1:30 o'clock P. M. October 5, 1926, and will be publicly opened and read.

Proposals to be for furnishing materials, equipment and constructing certain work, approximately as follows:

8 Acres Clearing and Grubbing.  
49,944 Cubic Yards Regular Excavation.

500 Cubic Yards Rock Excavation.  
1,800 Lineal Feet Curb to be removed.  
5,085 Square Feet Walk and Gutter to be removed.

91,005 Lineal Feet Curb Construction.  
10,010 Square Yards Rock Base, 4 inches thick.

146,413 Square Yards Paving.  
4,580 Lineal Feet 3-inch by 8-inch Pine Headers.

Each bid to be on blank form furnished by the City and to be accompanied by certified check on New York draft, made payable to George B. Wallace, Mayor, for amount of \$10,000, or for 5 per cent of bid on any portion less than the whole.

Certified check or New York draft will be forfeited as liquidated damage if contract and bond are not executed within time specified if proposal is accepted, otherwise will be returned within ten days.

Right is reserved to reject any or all bids.

Plans and specifications may be seen at office of Commissioner Public Works and at office of Clerk, and may be obtained from Clerk on payment of \$10 (Ten Dollars) covering cost of reproduction.

CITY OF BRAENTON, FLORIDA,  
R. K. VAN CAMP,  
Commissioner Public Works.  
L. L. HINE, City Clerk.

Bids close October 5, 1926.

## Bridge

West Palm Beach, Fla.

Sealed bids will be received by the City Commission of the City of West Palm Beach, Florida, up to 12 noon on October 5, 1926, for furnishing all labor, equipment and materials for the construction of a reinforced concrete bridge on the Belvedere Road over the Stub Canal, in accordance with the plans and specifications on file in the office of the City Engineer of said city. The amounts of the principal items of the work will be approximately as follows:

Class "A" Concrete.....447 cu. yds.  
Class "B" Concrete.....306 cu. yds.  
Reinforcing Steel.....64,240 lbs.  
Excavation .....1100 cu. yds.  
Foundation Piling.....6000 lin. ft.

Bids must be accompanied by certified checks in the amount of \$2000, made payable to the City of West Palm Beach, Florida, as a guarantee that within ten days from notice of awarding of contract the successful bidder will enter into a written contract with the city and furnish acceptable bond in the amount of One Hundred Per Cent (100%) of the amount bid, conditioned upon the carrying out of said contract. Checks of unsuccessful bidders will be returned. Each bid must be sealed and addressed to the City Manager of the City of West Palm Beach and shall be in the office of the City Clerk not later than 12 noon on the 5th day of October, 1926.

Each bidder will be required to submit with his bid statements of experience, equipment and financial responsibility on blank forms, which will be furnished with the specifications.

Plans, specifications and blank proposals may be obtained at the office of the City Engineer upon payment of a deposit of \$10 on each set, to be refunded upon receipt of bid or return of said plans and specifications. The City Commission reserves the right to reject any or all bids and to award the contract in the best interests of the City of West Palm Beach, Florida.

C. A. BINGHAM, City Manager.  
T. B. HENRY, City Engineer.  
H. J. DAUGHERTY, City Clerk.

Bids close October 18, 1926.

## Street Paving

Sealed proposals will be received by the Town Commission of the Town of Bunnell, Florida, until 10 o'clock A. M. on the eighteenth day of October, 1926, at the office of the Town Clerk of Bunnell, Florida, for the furnishing of materials and construction of approximately 93,000 square yards of brick, concrete or bituminous pavements, with the necessary curb, gutter, excavations and appurtenances; approximately 32,000 lineal feet of storm drains, 30-inch to 12-inch, with accessories; 5600 lineal feet of 6-inch sanitary sewer laterals, all complete and in accordance with plans and specifications at the office of the Town Clerk of Bunnell, Florida, and at the office of the Engineer in New Smyrna, Florida.

Bids will be received on the whole or any section of the work.

Plans and specifications may be examined at the office of the Town Clerk of Bunnell, Florida, or at the office of the Engineer in New Smyrna, Florida. Copies of the specifications may be obtained from the above places upon receipt of deposit of Five (\$5) Dollars, which will be returned on bona fide bids. Copies of the plans may be obtained on payment of Twenty-five (\$25) Dollars.

Each bidder must accompany bid with certified check or bidder's bond for an amount not less than Five (5%) Per Cent of the amount bid, drawn to the order of the Town of Bunnell, Florida.

A bond in the sum of Twenty-five (25%) Per Cent of the amount of the contract, with satisfactory surety, will be required for the faithful performance of the work.

The right is reserved to reject any and all bids in whole or in part or to accept such bids as are to the best interests of the Town.

TOWN COMMISSION OF THE TOWN OF BUNNELL, FLORIDA.  
ZEB E. BOOE, Mayor.  
W. H. MCKENZIE, Chairman.  
JOHN P. GERZ, Clerk.  
N. A. HOTARD, Engineer.

Bids close October 19, 1926.

## Concrete Bridges

N. C. STATE HIGHWAY COMMISSION  
STATE PROJECT NO. 683

Raleigh, N. C.

Sealed bids for the construction of bridge over Pee Dee River, consisting of 3@50-ft. R. C. Deck Girder Spans, 4@200-ft. R. C. Open Spandrel Ribbed Arches and 1@50-ft. R. C. Deck Girder Spans, and bridge over Rocky Creek, consisting of 3@50 ft. R. C. Deck Girder Spans, in Montgomery-Stanley Counties, N. C., will be received at the office of the N. C. State Highway Commission, Raleigh, N. C., until 10 A. M. October 19, 1926, when the bids received will be publicly opened and read.

The principal items in both bridges are:

Class "AA" Concrete.....131 cu. yds.  
Class "A" Concrete.....4,186 cu. yds.  
Class "B" Concrete.....2,753 cu. yds.  
Reinforcing Steel.....674,000 lbs.  
Natural Rock Asphalt Wear. Surf., 2,087 square yards.

Proposal forms, specifications and plans may be obtained at the above address upon payment of \$5.

N. C. STATE HIGHWAY COMMISSION,  
W. L. CRAVEN, Bridge Engineer.

Bids close October 25, 1926.

## Road Construction

Beaufort, N. C.

Sealed Proposals for Road Construction will be received until 12 o'clock noon October 25, 1926, by the Board of County Commissioners for Carteret County at the office of the County Commissioners at Beaufort, North Carolina.

The work will consist of the construction of approximately 16 miles of hard-surface road between Davis, N. C., and Atlantic, N. C.

Plans and specifications may be seen at the office of the County Auditor, Beaufort, N. C., or the office of the Engineer, Beaufort, North Carolina.

Plans and specifications may be obtained from the Engineer, Geo. J. Brooks, Beaufort, N. C., upon deposit of \$10 after October 2, 1926.

A certified check for 5% of the amount bid shall accompany each bid.

The Board reserves the right to reject any or all bids.

Contractors bidding on this work will be required to comply with the Act of the General Assembly of North Carolina regulating the practice of general contracting, which requires a license before their bids may be considered.

J. E. WOODLAND, Chairman.  
W. L. STANCIL, Clerk.  
GEO. J. BROOKS, Engineer.

Bids close October 6, 1926.

## Street Paving

Mount Dora, Fla.

Sealed proposals on blank forms furnished by the town, addressed to the Mayor and Council, Mount Dora, Florida, will be received until 7:30 P. M. on October 6, 1926, at Mount Dora, Florida, for furnishing all material, equipment and labor for doing the following work:

Approximately 55,000 square yards of Street Paving, together with all necessary drainage, curb and gutter and other work incidental thereto, as set forth in the plans and specifications.

Each bid shall be accompanied by a certified check or satisfactory bidder's bond in the sum of not less than Ten Thousand (\$10,000) Dollars, made payable to the Town Clerk.

Plans and specifications can be seen at the office of the Town Clerk in Mount Dora, Florida, or at the office of the Engineers in Leesburg, Florida; Eustis, Florida, or Elberton, Georgia.

Full sets of plans and specifications will be furnished by the Engineers upon payment of Fifteen (\$15) Dollars.

The right is reserved to reject any or all bids.

TOWN OF MOUNT DORA, FLORIDA.  
A. J. WALTZ, Mayor.  
W. E. LACKEY, President of Town Council.  
J. H. CRANE, Town Clerk.  
H. S. JAUDON ENGINEERING CO.,  
Engineers.  
Leesburg, Fla.; Eustis, Fla.;  
Elberton, Ga.

## PROPOSALS

Bids close October 6, 1926.

## Street Improvements

DEPARTMENT OF PUBLIC WORKS  
BUREAU OF HIGHWAYS

Baltimore, Md., September 22, 1926.

Sealed Proposals, executed in duplicate, addressed to the Board of Awards, care of the City Register, will be received by him in his office until 11 A. M. Wednesday, October 6, 1926, to grade, curb and pave with Sheet Asphalt on concrete base and Cement Concrete the streets listed in Contracts Nos. 366 and 370.

Contract No. 366  
Sheet Asphalt, 12,000 square yards  
Certified check \$850  
Contract No. 370  
Cement Concrete 22,750 square yards  
Certified check \$1100

Specifications and proposal sheets and all other information can be obtained at this office, Room 207 1/2, City Hall. A charge of \$10 will be required for specifications covering each contract, which charge will not be refunded.

The Board of Awards reserves the right to reject any or all bids. A certified check of the bidder on a clearing-house bank, drawn to the order of the Mayor and City Council of Baltimore, to the amount as recited in the specifications must accompany each bid.

Bond in the amount of the contract price will be required of the successful bidder.

STUART PURCELL,  
Highways Engineer.

Approved:  
HOWARD W. JACKSON,  
President Board of Awards.

Approved:  
B. L. CROZIER,  
Chief Engineer.

Approved:  
JOSEPH PATTI, JR.,  
Assistant City Solicitor.

Bids close October 12, 1926.

## Street Improvements

Pierson, Fla.

Sealed proposals will be received by the City of Pierson, Florida, for furnishing material, labor, equipment and constructing the following pavement and necessary storm drains in and for the City of Pierson, until 7 P. M. October 12, 1926, at which time they will be opened and read publicly.

The principal items of work are approximately as follows:

9000 Cubic Yards Excavation.  
3645 Square Yards 6-in. Concrete Pavement.  
7979 Square Yards 9-6-9 Concrete Pavement.  
1320 Lineal Feet Curb and Gutter.  
540 Lineal Feet Concrete Header.  
1300 Lineal Feet 15-in. Storm Drains.  
530 Lineal Feet 18-in. Storm Drains.  
400 Lineal Feet 18-in. Cross Drains.  
750 Lineal Feet 24-in. Storm Drains.  
17 Inlets.  
9 Manholes.  
36 Lineal Feet Extra Cast Iron Pipe.  
200 Lineal Feet 15-in. Laterals.

Each bid must be accompanied by a certified check on a bank satisfactory to the city officials, or a bidder's bond acceptable to the city officials of five (5%) per cent of the amount of construction bid, drawn to the order of the City of Pierson, Florida, which will be forfeited to the city in event the city accepts bid and bidder fails to execute contract and surety bond within ten days after award. Checks of unsuccessful bidders will be returned to bidders.

All bids will be compared on the basis of the Engineers' estimate of the amount of work to be done. Copies of specifications may be obtained from the Engineers or City Clerk upon receipt of \$5 deposit, which amount will be returned to bona fide bidders.

Plans may be seen at the office of the Engineers or the office of the City Clerk, or a set will be furnished by the Engineers upon payment of \$10, which amount will NOT be returned.

The right is reserved to reject any or all bids or to award contract to any bidder or bidders in part or as a whole, as considered to the best interest of the city.

CITY OF PIERSON, FLORIDA,  
By J. C. CADE, Mayor.  
N. L. SWANSON, Clerk.  
J. B. McCRARY ENGINEERING  
CORPORATION,  
Engineers,  
Atlanta, Georgia.

## PROPOSALS

## Manufacturers Record

Bids close October 12, 1926.

## Street Paving

Quitman, Ga.

Sealed proposals for the paving of certain streets in Quitman, Georgia, will be received by the City Commissioners at their office at or before 2 o'clock P. M. October 12, 1926.

Bids will be received on the different types of hard-surface pavements for approximately twenty-four thousand square yards of pavement and the necessary curb, gutter and storm drainage.

Each bid must be accompanied by a cashier's check in the sum of Three Thousand (\$3000) Dollars, made payable to the Treasurer of the City of Quitman.

Plans and specifications may be seen at the office of the City Clerk and the office of the Engineer. Specifications will be mailed upon application.

The right is reserved to reject any and all bids.

By order of the City Commissioners.

R. C. McINTOSH, Chairman.

J. M. PRICE, Clerk.

THE HARWOOD BEEBE COMPANY,  
Municipal Engineers,  
Spartanburg, S. C.

Bids close October 12, 1926.

## Street Paving

Winchester, Tenn.

Sealed bids for Paving on certain streets and the Public Square at Winchester, Tenn., will be received by the Mayor and City Council at the office of the Recorder until 1 P. M. October 12, 1926, at which time and place they will be publicly opened and read.

On High street, Seventh avenue and Jefferson street the work to be done comprises grading, constructing concrete curbs and gutters, constructing new concrete base and surfacing with Rock Asphalt. On the Public Square the existing macadam pavement will be resurfaced and used as foundation for the new Rock Asphalt surface. Certain existing curbs and gutters will be incorporated in the new work. Drainage structures will be constructed.

## Approximate Quantities of Principal

## Items:

10,000 sq. yds. Rock Asphalt Surface with Concrete Base.  
6,200 sq. yds. Rock Asphalt Surface with Macadam Base.  
5,320 lin. ft. Concrete Curb and Gutter.  
1,100 lin. ft. Concrete Gutters.  
2,050 cu. yds. Roadway Excavation.  
1,400 tons Crushed Rock, rolled in place.

Plans and specifications may be examined at the office of the Recorder at Winchester or at the office of the Engineers; or a copy may be obtained from the Engineers on receipt of a deposit of ten dollars, of which amount five dollars will be refunded when the plans and specifications are returned in good condition within three weeks after bids are opened. If further information is desired, address the Engineers.

The right is reserved to reject any or all bids and to waive informalities.

Each bid must be accompanied by a certified check, drawn on a responsible bank or trust company, and made payable to the Town of Winchester, Tenn., for a sum not less than 10% of the bid, or a bidder's bond for the same amount by a surety company authorized to do business in the State of Tennessee. The successful bidder will be required to furnish performance bond in the sum of 50% of the contract price.

The Contractor will be paid in cash monthly on the basis of 90% of the value of work done and materials furnished.

E. C. MOWRY, Mayor.

GEO. R. MARTIN, Recorder.

KLYCE & HARRUB, Engineers,  
506 Fourth & First National Bank Bldg.,  
Nashville, Tenn.

Bids close October 28, 1926.

## Transit Shed Construction

West Palm Beach, Fla.

Sealed proposals for the construction of two (2) transit sheds, 66 by 622 feet and 75 by 622 feet, at Lake Worth Inlet Terminal will be received at Room 915, Comeau Building, West Palm Beach, Florida, until 12 o'clock noon October 28, 1926. Information on application.

H. G. GEER,  
G. N. HATCH,  
C. H. ELLIS.

Board of Commissioners,  
Lake Worth Inlet District.

Bids close October 18, 1926.

## Notice of Proposal to Sell Valuable Municipal Electric Light Plant

Kinston, N. C.

The City Council of the City of Kinston, North Carolina, will receive offers for its valuable municipal electric light plant, together with franchise to do business in the City of Kinston, at a meeting to be held in the City of Kinston at 8 o'clock P. M. on Monday, October 18, 1926. Prospective purchasers are invited to submit bids for plant, franchise, rates for power and lighting to consumers, including street lighting for the city. The city reserves the right to reject any and all bids. For further particulars, address the undersigned Mayor.

W. A. MITCHELL, Mayor.  
W. B. COLEMAN, City Clerk.

Bids close October 7, 1926.

## Church Building

Greenville, S. C., September 6, 1926.

The Building Committee of Central Baptist Church invite sealed bids on the furnishing of materials and labor for construction of their proposed new church building at the corner of Pinckney and Lloyd streets, Greenville, S. C.

The building will be approximately 130 feet long by 50 and 90 feet wide, of brick with artificial stone trimmings, structural steel roof trusses and beams, reinforced concrete beams and slabs, floor and roof joists of wood, roofs of tar and gravel and tile, floors of wood, cement and cork, plumbing, steam heating, electric work, etc.

Bids should be addressed to the Building Committee of Central Baptist Church, care of Jones & Trott, Inc., Architects, and marked "Bid on New Church Building."

Bids will be opened in the office of Jones & Trott, Inc., Architects, Woodside Building, Greenville, S. C., on Thursday, October 7, 1926, at 4 P. M.

Responsible contractors proposing to bid direct may obtain loan of a set of plans and specifications by payment of \$25 for same to the Architect, which amount will be refunded if the plans and specifications are returned in good condition with bona fide bid on or before the time above set.

Additional copies will be loaned to sub-contractors by a payment of \$10 to the Architects, not subject to refund.

Each bidder must attach to his proposal a certified check for the amount of 2 per cent of his bid, made payable to the Treasurer of Central Baptist Church, as a guarantee that if his bid is accepted he will enter into the contract and execute the bond as required.

The Building Committee reserves the right to reject any or all bids.

C. S. JAMES,  
Chairman, Building Committee.  
JONES & TROTT, INC.,  
Architects.  
CENTRAL BAPTIST CHURCH,  
Greenville, S. C.

Bids close October 20, 1926.

## Pumping-Station Machinery

BOARD OF WATER COMMISSIONERS.

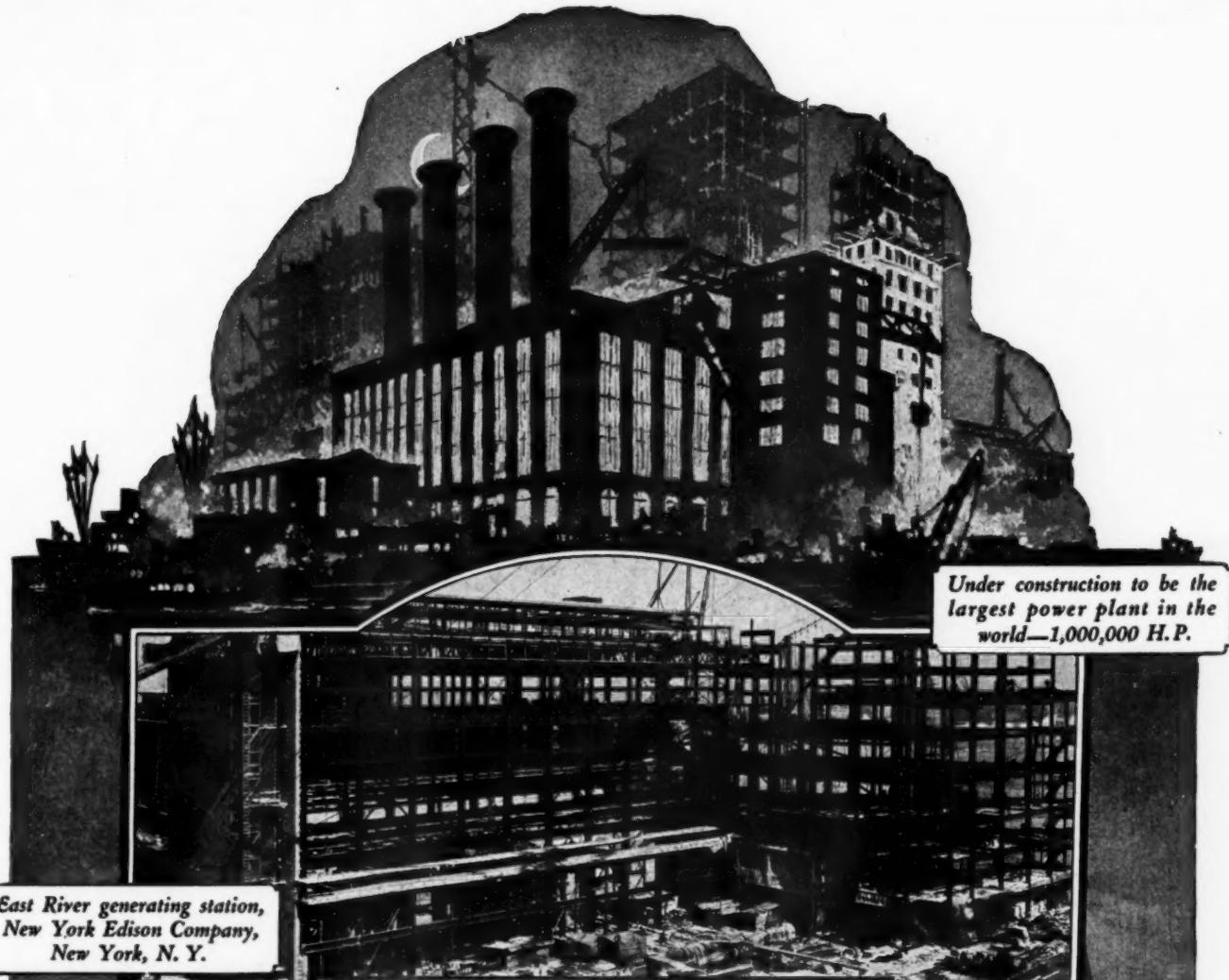
Memphis, Tenn.

Proposals will be received and bids opened at 12 o'clock noon October 20, 1926, upon the following equipment: One Cross Compound, Two-Stage Air Compressor, one 350 H. P. Water-Tube Boiler and one Stoker Unit.

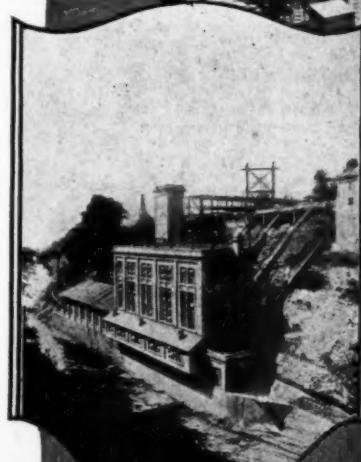
The above apparatus to be furnished and erected as additional equipment in the Parkway Pumping Station, located at the North Parkway and North Dunlap Street, Memphis, Tennessee.

Specifications covering the above may be secured at the office of the General Superintendent of the Board of Water Commissioners, North Second and Adams Avenue, Memphis, Tenn., a deposit of \$5.00 being required. Certified check for 10 per cent of bid is required with the proposal.

BOARD OF WATER COMMISSIONERS OF  
CITY OF MEMPHIS, WATER  
DEPARTMENT.  
JAS. SHEAHAN,  
General Superintendent.



East River generating station,  
New York Edison Company,  
New York, N.Y.



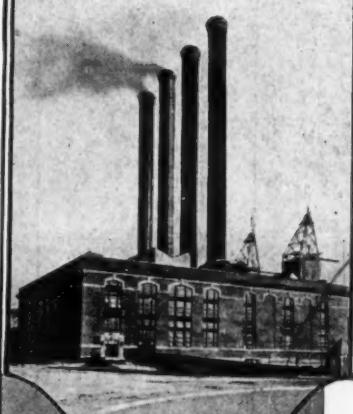
Trenton Falls Station,  
Utica Gas and Electric Co.

IS YOUR power plant on a par with the rest of your business?

Have you the advantage of all that has been done to apply mass production principles to steam and power generation?

The same talent which has developed some of the greatest utility plants in the world, embodied in our staff of 360 engineers and architects, is at your service.

We are designing power plants in terms of tomorrow. We are ready to serve you to-day.



Millers' Ford Station,  
Dayton Power and Light Co.

The greatest single factor in plant economy is DESIGN

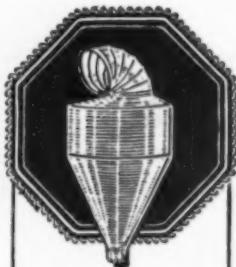
55 DUANE STREET

THOMAS E.  
**MURRAY**  
INC.

DESIGNING CONSULTING ENGINEERS & ARCHITECTS

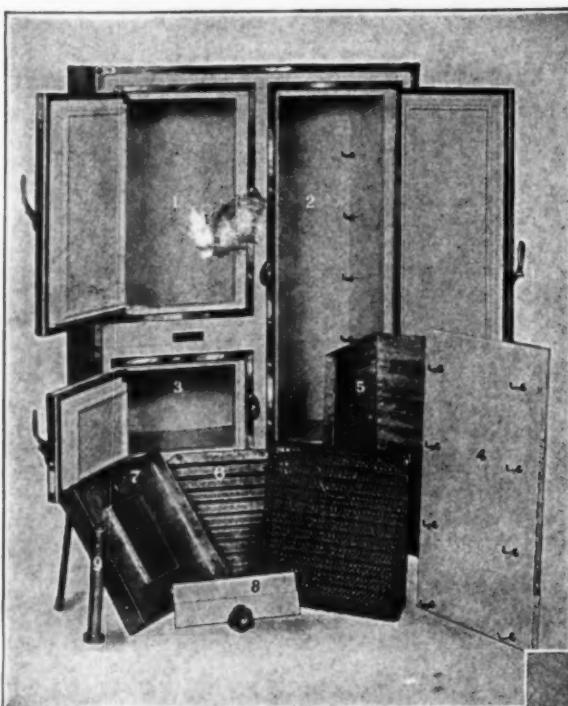
NEW YORK, N.Y.

## what we mean by "contract manufacturing"



### PROMINENT CUSTOMERS

Buick Motor Co.  
Dodge Brothers  
Flint Motor Co.  
Ford Motor Co.  
Hudson Motor Co.  
Kelsey Wheel Co.  
Nordyke & Marmon  
Olds Motor Works  
Packard Motor Co.  
A. T. & Santa Fe Ry.  
Chilian State Ry.  
Eric Railroad Co.  
Pennsylvania Ry.  
Reading R. R. Co.  
Southern Railway  
Allis-Chalmers Co.  
Philip Carey Co.  
Delco Light Co.  
Farrin Lumber Co.  
Globe-Wernicke Co.  
Jeffrey Mfg. Co.  
Starr Piano Co.  
Westinghouse Co.



The sheet metal parts of the Snow White Refrigerator are "contract manufactured" by Kirk & Blum.

The lining, ice pan, drain pan, drain pipe, partition wall and other small parts are delivered in quantities as required to the assembly plant of the Snow White Refrigerator Company.

Their manufacturing problem is greatly simplified, their plant equipment investment is greatly lessened, and they secure a high quality of sheet metal parts made by the most skilled workmen on the most efficient machinery at the low cost secured by large scale continuous production.

Why buy and maintain machinery, worry with plant operation, labor problems, and payroll expense? Buy your sheet metal parts "on contract" from Kirk & Blum.

We are manufacturing and shipping "contract manufactured" parts to all sections of the South, East and Middle West. Our prices will interest you and the quality of our production meet your most strict inspection.

THE KIRK & BLUM MFG. CO.  
2849 Spring Grove Ave.  
Cincinnati, Ohio



The larger picture shows the Snow White Refrigerator dismantled. The parts numbered 1, 2, 3, 4, 5, 6, 7, 8, 9, are "contract manufactured" by Kirk & Blum.

# KIRK & BLUM

SHEET METAL PARTS • TANKS • TOTE BOXES • HOPPERS • HOODS • PIPING

